DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 5, 1976

NHTSA -- 1-76 (HP)
Tel. 202-426-9550

The Ford Motor Co. has been directed to recall an estimated 185,000 Mercury Capri automobiles because of a safety-related defect in those vehicles, the U. S. Department of Transportation said today.

The administrator of the department's National Highway Traffic Safety Administration (NHTSA), Dr. James B. Gregory, announced that the safety agency had made a final determination that a safety defect exists in the windshield wiper systems on 1971 and 1972 Capris, and 1973 models built through November 1972.

The NHTSA based its findings on a defect investigation into reports of sudden wiper failures on Capri vehicles, which resulted in the wiper arm and blade being thrown free of the pivot assembly. The federal safety agency said that when such failures occur in adverse weather, driver vision may be impaired, creating an unreasonable risk of accident, death, or personal injury.

Ford was notified of the NHTSA's initial determination of a safety defect in early April, and was provided an opportunity to present its data, views and arguments at a May 15 public meeting.

Dr. Gregory notified the company of his final determination in a letter to Ford President L. A. Iacocca.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 7, 1976

NHTSA -- 4-76 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today amended its standard on air brake systems to suspend, until Jan. 1, 1977, the service brake stopping distance requirements that apply to buses. The amendment finalizes a proposal made in November 1975.

The department's National Highway Traffic Safety Administration (NHTSA) said the modification is based on information collected on field experience since the standard has been in effect, as well as data received at a public meeting held in Washington, D.C., in October 1975.

The safety agency found that a pattern of erratic behavior exists in bus antilock equipment used in most transit and intercity operation that warrants disconnection while a correction is fully developed. The NHTSA also found it inappropriate for purchasers of new buses to be required to pay for antilock systems that are deactivated while improvements are developed.

The amendment becomes effective on Jan. 6, 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 9, 1976

NHTSA -- 2-76 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation has awarded a $382,000 contract to the University of Southern California for an in-depth study of motorcycle accidents and how they may be reduced in the future.

Accident investigators, working under the direction of the department's National Highway Traffic Safety Administration (NHTSA), will spend 28 months probing more than 3600 police motorcycle accident reports, in addition to on-the-scene investigation of 900 accidents.

Analyzing both urban and rural accidents, the investigators will determine the cause of each accident, evaluate the safety equipment used, and motorcycle features which may have contributed to occupant fatalities or injuries. In addition, they will study the effectiveness and compliance of Federal Motor Vehicle Safety Standards and Highway Safety Program Standards applicable to the vehicle and its rider.

Safety helmet usage will be a key part of the total investigations, as well as what effect modifications to the motorcycle on seating, exhaust, tires, wheels, handlebars, and front fork suspension, may have had on the accident.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 12, 1976

NHTSA -- 5-76 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation has developed a new ultrasonic testing procedure that will permit tire retreaders to select sound tire casings in less than two minutes, to assure longer lasting and safer recycled tires.

The new technique is an outgrowth of efforts to develop improved instrumentation for safety checks of tires at inspection stations and also possible regulation of retreaded tires to meet new tire standards.

More than four years of work have gone into the system design development by the department's National Highway Traffic Safety Administration (NHTSA). Several nondestructive testing techniques were evaluated before acceptance by the Department's Transportation Systems Center (TSC) in Cambridge, Mass.

Ultrasonics proved the most cost-effective of all techniques tested, NHTSA said, since it can inspect a tire in less than two minutes, finding separations, belt breaks and misalignments, and nail holes. Recent tests on more than 100 tires (all construction types, 14"-15" size and various manufacturers) indicate that eventual mechanical improvements can be made that will reduce this inspection time to less than one minute. Industrial versions of the system can be manufactured for less than $10,000 each, the federal safety agency estimated.

All of the technical information on this new system is currently available to the tire industry, NHTSA said, and if sufficient interest is indicated a demonstration of the system and test procedures will be scheduled for all interested parties.

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The demonstration, along with the results of the system's evaluation and all acquired technical data, would be sufficient to permit the retread industry to perform all of the necessary development and marketing of the tire inspection equipment, the agency said. A technical report on the new system, "Non Destructive Testing System For Retreads," No. HS-801-736, can be obtained from the Transportation System Center-DOT, 55 Broadway (Code 611), Cambridge, Mass. 02142.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 16, 1976

NHTSA -- 7-76 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today announced a new braking standard for school buses, in accordance with a Congressional mandate under the Motor Vehicle and Schoolbus Safety Amendments of 1974.

Written by the department's National Highway Traffic Safety Administration (NHTSA), the new federal safety standard becomes effective Oct. 12, 1976. It requires that buses weighing 10,000 pounds or less be capable of stopping from a speed of 30 miles per hour in a distance of 69 feet. Heavier school buses, traveling at the same speed, are required to stop within 88 feet.

NHTSA also has established stringent fade and recovery (resistance to overheating) requirements, noting that school buses typically make more frequent stops on secondary roads with steep grades than other vehicles.

In addition, the federal safety agency held the brake pedal force necessary to stop school buses to a 150 pound maximum, reflecting the large number of women school bus drivers.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 21, 1976

NHTSA -- 9-76 (HP)
Tel. 202-426-9550

Preliminary figures show an estimated 45,700 persons were killed in traffic accidents in the United States last year, virtually the same count as recorded in 1974, the U. S. Department of Transportation reported today.

Unofficially, the 1975 death toll was slightly below the number killed in 1974, but later reports and revisions by the states could change the final figures.

The nation's traffic fatalities continued their downward trend in December dipping 2.4 per cent below the level of December 1974, and 4 per cent below the death total for the same month in 1973.

It marked the fifth consecutive month that traffic deaths were below the level of the same month the previous year.

The department's National Highway Traffic Safety Administration (NHTSA) said December totals for the 50 states and the District of Columbia were 3,754, a decline of 94 from the 1974 total and 157 fewer than December 1973.

- more -

The NHTSA uses 1973 as a base year for statistical comparison, rather than 1974, when the energy shortage brought about changed driving habits and a dramatic reduction in traffic deaths.

Secretary of Transportation William T. Coleman, Jr. said he was encouraged by the overall report. "We realize, of course, that these figures are very preliminary. They are significant, nevertheless, because we were able to match the 1974 total despite the fact that the number of drivers and vehicles on the highway in 1975 increased over 1974, and the number of miles driven significantly increased to about the 1973 level."

The 1975 traffic fatality toll declined by 17 per cent over the 1973 figure with a saving of 9,400 lives.

"These figures," the secretary added, "give continued evidence that many motorists are cooperating with the lower speed limits, recognizing that there is a big payoff in safety as well as in fuel conservation. We believe that enforcement of the 55 mile per hour speed limit, and an improvement in driver habits, such as use of available safety belts and precautions against alcohol abuse, will contribute to an even more dramatic reduction in the traffic toll."

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Traffic Fatality Estimates Based on Early Reports

December 1975/1974/1973

The following figures for the recent month are NHTSA adjusted estimates based on early state reports, and in some cases may differ slightly from preliminary figures published by the states.

STATE	DECEMBER 1975	DECEMBER 1974	DECEMBER 1973
Alabama	81	73*	102
Alaska	2	6*	4*
Arizona	45	61	58*
Arkansas	44	40	60
California	331	378	316*
Colorado	47	53	47*
Connecticut	36	38*	37
Delaware	16	10	6*
Florida	190	202*	199
Georgia	108	130*	170
Hawaii	11	9	12
Idaho	16	21*	16*
Illinois	189	173*	179*
Indiana	72	101	92*
Iowa	46	62	49
Kansas	42	56	46*
Kentucky	86	63*	51
Louisiana	71	71*	89
Maine	23	20*	19*
Maryland	54	89*	55*
Massachusetts	77	97*	67*
Michigan	157	125*	137*
Minnesota	44	49	70*
Mississippi	45	42*	74*
Missouri	75	81	78*
Montana	22	30	30*
Nebraska	30	28	27
Nevada	12	18	23
New Hampshire	14	10	13*
New Jersey	80	128	102*
New Mexico	46	54	49*
New York	243	245	200*
North Carolina	162	137*	147
North Dakota	10	14	5
Ohio	150	130	167*
Oklahoma	64	70	57
Oregon	46	62*	37*
Pennsylvania	187	187*	208*
Rhode Island	9	7*	6*

STATE	DECEMBER 1975	DECEMBER 1974	DECEMBER 1973		
South Carolina	77	70*	93		
South Dakota	11	22	23		
Tennessee	85	103*	107		
Texas	267	185	278*		
Utah	20	13	23		
Vermont	20	17	10		
Virginia	81	91	90*		
Washington	81	61*	53*		
West Virginia	43	26	24*		
Wisconsin	68	80	81*		
Wyoming	12	5*	18		
Dist. of Col.	6	5	7*		
				%Change 1975-74	%Change 1975-73
TOTAL	3,754	3,848	3,911		
				-2.4	-4.0

*Revised Figures

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 22, 1976

NHTSA -- 10-76 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today announced new requirements for original equipment tire and rim selection for motor vehicles other than passenger cars.

Issued by the department's National Highway Traffic Safety Administration (NHTSA), the new Federal Motor Vehicle Safety Standard, No. 120, specifies tire and rim selection requirements for multipurpose passenger vehicles (including motor homes, travel trailers and camping trailers), trucks, buses, trailers, and motorcycles, as well as marking requirements for rims to be used on such vehicles. It also adds tire and rim matching information to the items which must appear on each vehicle's certification label.

The purpose of the standard is to provide for the safe performance of these vehicles by ensuring that they are equipped with tires of proper size and adequate load rating, and with rims of appropriate size and type designation.

New vehicles, other than passenger cars, must be equipped with tires that comply with either Standard No. 109, (new pneumatic tires for passenger cars) or Standard No. 119 (new pneumatic tires for vehicles other than passenger cars). Tires must be fitted to rims which have been designated by the tire manufacturers as appropriate for use with those tires. Designations are made by listing tire and rim matching information in one of a number of industry-maintained publications, or by furnishing the specific information to tire dealers, to consumers requesting it, and to the NHTSA. In certain circumstances, new vehicles may be delivered on used tires of adequate load rating.

Rims must be marked with five items of information: size and, in the case of multipiece rims, type designation, an indication of the source of the rim's nominal dimensions, the DOT symbol, identification of the manufacturer, and date of manufacture. . . .

- more -

Effective dates of the standard are staggered, to allow orderly phasing in by the various manufacturing groups. Rim marking requirements will be effective Aug. 1, 1976, tire selection requirements by Sept. 1, 1976, and other detailed requirements at later dates.

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DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 23, 1976

NHTSA -- 8-76 (BAB)
Tel. 202-426-9550

The U. S. Department of Transportation today took the first step in a procedure which may lead to a major revision in 14 Highway Safety Program Standards.

Eighteen such standards have been issued under the Highway Safety Act of 1966, which deal with various highway safety related programs carried out by the individual States. The safety standards being considered for revision deal with periodic motor vehicle inspection, motor vehicle registration, motorcycle safety, driver education, driver licensing, traffic codes and laws, traffic courts, alcohol in relation to highway safety, traffic records, emergency medical services, pedestrian safety, police traffic services, pupil transportation safety, and accident investigation and reporting.

The department's National Highway Traffic Safety Administration (NHTSA) has issued an advance notice of proposed rulemaking which seeks information from all highway safety organizations, both governmental and non-governmental, private citizens, universities, as well as public organizations not specifically associated with highway safety. The safety agency is seeking comments on the effectiveness, applicability, and scope of the present standards.

Since the original standards were written, a great deal of research, experience, and new knowledge have made a major review necessary. While the revision process will provide an opportunity to eliminate a number of inconsistencies which have evolved through use of the present standards, the primary purpose of the revision will be to incorporate new techniques and countermeasures that have been developed through research, increase the performance requirements and the pertinence of the standards to crash reduction, and improve the methods of evaluating the standards' effectiveness.

- more -

Some states have pointed out that the current standards are too rigid to enable them to deal most effectively with localized problems. Therefore, one of the major goals of NHTSA is to redesign the standards so they are more performance oriented, and are consistent with the fundamental requirements of a national program, with some measure of uniformity among the states, yet at the same time ensuring enough flexibility to allow the states to tailor the programs to their specific needs.

The NHTSA's new approach would consist of two basic elements. The first element would include minimum performance requirements for all states. The second element would contain a number of discretionary components which would permit a state to tailor a special program to meet highway safety needs in that jurisdiction. This concept of a bi-level standard, a new concept for the agency, is warranted by a growing sophistication among the states in analyzing and evaluating their safety programs and problems.

After the comments received are reviewed and analyzed, the safety agency intends to hold a series of at least four public meetings to discuss possible changes before a final draft of the new proposed standards are submitted to Congress for its approval.

Comments on the proposal should be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 26, 1976

NHTSA -- 6-76
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

Copies of the Compliance Test Reports listed in this summary are available for viewing in the Technical Reference Division, Room 5108, National Highway Traffic Safety Administration, 400 7th Street, S. W., Washington, D. C.

Reproduced copy of any page, or an entire report, may be purchased at the above address in accordance with the fee schedule prescribed by Part 7, 40 CFR (Public Availability of Information). Basically, the fee is established at 25¢ for the first page and 5¢ for each additional page.

SUMMARY OF ENFORCEMENT TEST PROGRAM FY 1975 released for November 1975 wherein the component or vehicle failed to meet the requirements of the Standard.

FY 1975 Test Program		DOT/HS Numbers
FMVSS No. 108	Front Parking Lamp General Motors Corporation	615084A-F
FMVSS No. 209	Type Two Seat Belt ELR Bayerische Motoren Werke AG	615089
	Type Two Seat Belt ELR General Motors Corporation	615090
FMVSS No. 218	Motorcycle Helmet Abaddon Products, Inc	615099
	Motorcycle Helmet Rebcor, Inc	615112

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

EQUIPMENT STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
106	0	0	0	1	0	0	0
107	0	0	0	0	0	0	0
108	126	1	0	6	0	1	1
109	0	0	0	16	0	5	0
111	0	0	0	0	0	0	0
116	0	0	0	0	0	0	0
117	0	0	1	6	0	5	3
119	0	0	0	0	0	0	0
126	0	0	0	5	0	0	0
205	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0
209	12	2	0	9	0	0	0
211	0	0	0	0	0	0	0
213	0	0	0	3	0	2	0
218	4	3	4	42	0	15	0
302	0	0	0	11	0	7	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

VEHICLE STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
101	0	0	0	0	0	0	0
102	0	0	0	0	0	0	0
103	0	0	0	1	0	0	1
104	0	0	0	1	0	1	0
105	0	0	0	2	0	0	2
110	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0
114	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0
124	2	0	0	0	0	0	0
201	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0
207	0	0	0	4	0	0	0
208	0	0	0	1	0	0	0
210	0	0	0	0	0	0	0
212	0	0	0	1	0	1	0
214	0	0	0	0	0	0	0
215	0	0	0	4	0	3	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

VEHICLE STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
216	0	0	0	1	0	0	0
217	0	1	0	18	0	3	1
301	1	0	0	0	0	0	0
P555	0	0	0	0	0	0	0
P567	0	0	0	0	0	0	0
P568	0	0	0	0	0	0	0
P572	0	0	0	0	0	0	0
P573	0	0	0	0	0	0	0
P574	0	0	0	0	0	0	0
P575	0	0	0	0	0	0	0
P580	0	0	0	0	0	0	0

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - NOVEMBER MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	AAT75507A	PASSED	615101	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	AAT75507B	PASSED	615101	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	AAT75507C	PASSED	615101	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	AAT75507D	PASSED	615101	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	AAT75507E	PASSED	615101	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	AAT75507F	PASSED	615101	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	AAT75508A	PASSED	615102	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	AAT75508B	PASSED	615102	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	AAT75508C	PASSED	615102	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	AAT75508D	PASSED	615102	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	AAT75508E	PASSED	615102	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - NOVEMBER MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	AAT75508F	PASSED	615102	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	AAT75509A	PASSED	615103	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	AAT75509B	PASSED	615103	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	AAT75509C	PASSED	615103	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	AAT75509D	PASSED	615103	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	AAT75509E	PASSED	615103	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	AAT75509F	PASSED	615103	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	AAT75510A	PASSED	615104	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	AAT75510B	PASSED	615104	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	AAT75510C	PASSED	615104	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	AAT75510D	PASSED	615104	

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	AAT75510E	PASSED	615104	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	AAT75510F	PASSED	615104	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REFL	RR SIDE REFLEX REFLECTOR	13404-5AL	AAT75511A	PASSED	615105	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REFL	RR SIDE REFLEX REFLECTOR	13404-5AL	AAT75511B	PASSED	615105	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REFL	RR SIDE REFLEX REFLECTOR	13404-5AL	AAT75511C	PASSED	615105	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REFL	RR SIDE REFLEX REFLECTOR	13404-5AL	AAT75511D	PASSED	615105	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REFL	RR SIDE REFLEX REFLECTOR	13404-5AL	AAT75511E	PASSED	615105	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REFL	RR SIDE REFLEX REFLECTOR	13404-5AL	AAT75511F	PASSED	615105	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	AAT75512A	PASSED	615106	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	AAT75512B	PASSED	615106	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	AAT75512C	PASSED	615106	

MANU/VEHICLE=BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	AAT75512D	PASSED	615106	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	AAT75512E	PASSED	615106	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	AAT75512F	PASSED	615106	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FRONT PARKING LAMP	FRONT PARKING LAMP	912747	BBR75513A	FAILED	615084	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FRONT PARKING LAMP	FRONT PARKING LAMP	912747	BBR75513B	FAILED	615084	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FRONT PARKING LAMP	FRONT PARKING LAMP	912747	BBR75513C	FAILED	615084	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FRONT PARKING LAMP	FRONT PARKING LAMP	912747	BBR75513D	FAILED	615084	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FRONT PARKING LAMP	FRONT PARKING LAMP	912747	BBR75513E	FAILED	615084	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FRONT PARKING LAMP	FRONT PARKING LAMP	912747	BBR75513F	FAILED	615084	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FT TURN SIGNAL LAMP	FRONT TURN SIGNAL LAMP	912747	BBR75514A	PASSED	615085	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FT TURN SIGNAL LAMP	FRONT TURN SIGNAL LAMP	912747	BBR75514B	PASSED	615085	

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LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FT TURN SIGNAL LAMP	FRONT TURN SIGNAL LAMP	912747	BBR75514C	PASSED	615085	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FT TURN SIGNAL LAMP	FRONT TURN SIGNAL LAMP	912747	BBR75514D	PASSED	615085	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FT TURN SIGNAL LAMP	FRONT TURN SIGNAL LAMP	912747	BBR75514E	PASSED	615085	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE FT TURN SIGNAL LAMP	FRONT TURN SIGNAL LAMP	912747	BBR75514F	PASSED	615085	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT PARKING LAMP	FRONT PARKING LAMP	SF-3678590-1	ETL75501A	PASSED	615074	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT PARKING LAMP	FRONT PARKING LAMP	SF-3678590-1	ETL75501B	PASSED	615074	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT PARKING LAMP	FRONT PARKING LAMP	SF-3678590-1	ETL75501C	PASSED	615074	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT PARKING LAMP	FRONT PARKING LAMP	SF-3678590-1	ETL75501D	PASSED	615074	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT PARKING LAMP	FRONT PARKING LAMP	SF-3678590-1	ETL75501E	PASSED	615074	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT PARKING LAMP	FRONT PARKING LAMP	SF-3678590-1	ETL75501F	PASSED	615074	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT TURN SIG LAMP	FRONT TURN SIGNAL LAMP	SF-3678590-1	ETL75502A	PASSED	615075	

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REPORTS ACCEPTED - NOVEMBER MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT TURN SIG LAMP	FRONT TURN SIGNAL LAMP	SF-3678590-1	ETL75502B	PASSED	615075	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT TURN SIG LAMP	FRONT TURN SIGNAL LAMP	SF-3678590-1	ETL75502C	PASSED	615075	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT TURN SIG LAMP	FRONT TURN SIGNAL LAMP	SF-3678590-1	ETL75502D	PASSED	615075	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT TURN SIG LAMP	FRONT TURN SIGNAL LAMP	SF-3678590-1	ETL75502E	PASSED	615075	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT TURN SIG LAMP	FRONT TURN SIGNAL LAMP	SF-3678590-1	ETL75502F	PASSED	615075	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT SIDEMARKER LAMP	FRONT SIDEMARKER LAMP	SF-3678590-1	ETL75503A	PASSED	615076	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT SIDEMARKER LAMP	FRONT SIDEMARKER LAMP	SF-3678590-1	ETL75503B	PASSED	615076	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT SIDEMARKER LAMP	FRONT SIDEMARKER LAMP	SF-3678590-1	ETL75503C	PASSED	615076	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT SIDEMARKER LAMP	FRONT SIDEMARKER LAMP	SF-3678590-1	ETL75503D	PASSED	615076	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT SIDEMARKER LAMP	FRONT SIDEMARKER LAMP	SF-3678590-1	ETL75503E	PASSED	615076	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FRONT SIDEMARKER LAMP	FRONT SIDEMARKER LAMP	SF-3678590-1	ETL75503F	PASSED	615076	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FT SIDE REFLEX REFLEC	FRT SIDE REFLEX REFLECT	SF-3678590-1	ETL75504A	PASSED	615077	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FT SIDE REFLEX REFLEC	FRT SIDE REFLEX REFLECT	SF-3678590-1	ETL75504B	PASSED	615077	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FT SIDE REFLEX REFLEC	FRT SIDE REFLEX REFLECT	SF-3678590-1	ETL75504C	PASSED	615077	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FT SIDE REFLEX REFLEC	FRT SIDE REFLEX REFLECT	SF-3678590-1	ETL75504D	PASSED	615077	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FT SIDE REFLEX REFLEC	FRT SIDE REFLEX REFLECT	SF-3678590-1	ETL75504E	PASSED	615077	
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1975 PACER FT SIDE REFLEX REFLEC	FRT SIDE REFLEX REFLECT	SF-3678590-1	ETL75504F	PASSED	615077	
FORD MOTOR COMPANY FORD 1975 MAVERICK FRONT PARKING LAMP	FRONT PARKING LAMP	13202-205-AC	ETL75505A	PASSED	615107	
FORD MOTOR COMPANY FORD 1975 MAVERICK FRONT PARKING LAMP	FRONT PARKING LAMP	13202-205-AC	ETL75505B	PASSED	615107	
FORD MOTOR COMPANY FORD 1975 MAVERICK FRONT PARKING LAMP	FRONT PARKING LAMP	13202-205-AC	ETL75505C	PASSED	615107	
FORD MOTOR COMPANY FORD 1975 MAVERICK FRONT PARKING LAMP	FRONT PARKING LAMP	13202-205-AC	ETL75505D	PASSED	615107	
FORD MOTOR COMPANY FORD 1975 MAVERICK FRONT PARKING LAMP	FRONT PARKING LAMP	13202-205-AC	ETL75505E	PASSED	615107	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY FORD 1975 MAVERICK FRONT PARKING LAMP	FRONT PARKING LAMP	13202-205-AC	ETL75505F	PASSED	615107	
FORD MOTOR COMPANY FORD 1975 MAVERICK FT TURN SIGNAL LMP	FRONT TURN SIGNAL LAMP	13202-205-AC	ETL75506A	PASSED	615108	
FORD MOTOR COMPANY FORD 1975 MAVERICK FT TURN SIGNAL LMP	FRONT TURN SIGNAL LAMP	13202-205-AC	ETL75506B	PASSED	615108	
FORD MOTOR COMPANY FORD 1975 MAVERICK FT TURN SIGNAL LMP	FRONT TURN SIGNAL LAMP	13202-205-AC	ETL75506C	PASSED	615108	
FORD MOTOR COMPANY FORD 1975 MAVERICK FT TURN SIGNAL LMP	FRONT TURN SIGNAL LAMP	13202-205-AC	ETL75506D	PASSED	615108	
FORD MOTOR COMPANY FORD 1975 MAVERICK FT TURN SIGNAL LMP	FRONT TURN SIGNAL LAMP	13202-205-AC	ETL75506E	PASSED	615108	
FORD MOTOR COMPANY FORD 1975 MAVERICK FT TURN SIGNAL LMP	FRONT TURN SIGNAL LAMP	13202-205-AC	ETL75506F	PASSED	615108	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	ETL75507A	PASSED	615078	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	ETL75507B	PASSED	615078	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	ETL75507C	PASSED	615078	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	ETL75507D	PASSED	615078	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	ETL75507E	PASSED	615078	
FORD MOTOR COMPANY MERCURY 1975 MONARCH TAIL LAMP	TAIL LAMP	13404-5AL	ETL75507F	PASSED	615078	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	ETL75508A	PASSED	615079	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	ETL75508B	PASSED	615079	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	ETL75508C	PASSED	615079	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	ETL75508D	PASSED	615079	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	ETL75508E	PASSED	615079	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR TURN SIG LAMP	REAR TURN SIGNAL LAMP	13404-5AL	ETL75508F	PASSED	615079	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	ETL75509A	PASSED	615080	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	ETL75509B	PASSED	615080	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	ETL75509C	PASSED	615080	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	ETL75509D	PASSED	615080	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	ETL75509E	PASSED	615080	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR REFLEX REFLECT	REAR REFLEX REFLECTOR	13404-5AL	ETL75509F	PASSED	615080	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	ETL75510A	PASSED	615081	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	ETL75510B	PASSED	615081	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	ETL75510C	PASSED	615081	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	ETL75510D	PASSED	615081	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	ETL75510E	PASSED	615081	
FORD MOTOR COMPANY MERCURY 1975 MONARCH REAR SIDEMARKER LMP	REAR SIDEMARKER LAMP	13404-5AL	ETL75510F	PASSED	615081	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REF.	RR SIDE REFLEX REFLECTOR	13404-5AL	ETL75511A	PASSED	615082	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REF.	RR SIDE REFLEX REFLECTOR	13404-5AL	ETL75511B	PASSED	615082	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REF.	RR SIDE REFLEX REFLECTOR	13404-5AL	ETL75511C	PASSED	615082	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REF.	RR SIDE REFLEX REFLECTOR	13404-5AL	ETL75511D	PASSED	615082	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REF.	RR SIDE REFLEX REFLECTOR	13404-5AL	ETL75511E	PASSED	615082	
FORD MOTOR COMPANY MERCURY 1975 MONARCH RR SIDE REFLEX REF.	RR SIDE REFLEX REFLECTOR	13404-5AL	ETL75511F	PASSED	615082	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	ETL75512A	PASSED	615083	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	ETL75512B	PASSED	615083	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	ETL75512C	PASSED	615083	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	ETL75512D	PASSED	615083	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	ETL75512E	PASSED	615083	
FORD MOTOR COMPANY MERCURY 1975 MONARCH BACKUP LAMP	BACKUP LAMP	13404-5AL	ETL75512F	PASSED	615083	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE HEADLAMP ASSEMBLY	HEADLAMP ASSEMBLY	1607001	ETL75515A	PASSED	615109	

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LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE HEADLAMP ASSEMBLY	HEADLAMP ASSEMBLY	1607001	ETL75515B	PASSED	615109	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE HEADLAMP ASSEMBLY	HEADLAMP ASSEMBLY	1607001	ETL75515C	PASSED	615109	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE HEADLAMP ASSEMBLY	HEADLAMP ASSEMBLY	1607001	ETL75515D	PASSED	615109	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE HEADLAMP ASSEMBLY	HEADLAMP ASSEMBLY	1607001	ETL75515E	PASSED	615109	
GENERAL MOTORS CORPORATION CADILLAC 1976 SEVILLE HEADLAMP ASSEMBLY	HEADLAMP ASSEMBLY	1607001	ETL75515F	PASSED	615109	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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ACCELERATOR CONTROL MECHANISMS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION GMC C60	TRUCK		B8R75001TR36	PASSED	615086	75616
GENERAL MOTORS CORPORATION GMC C65	TRUCK		B8R75003TR37	PASSED	615087	75618

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 209

SEAT BELT ASSEMBLIES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION IRVIN INDUSTRIES 2502	TYPE TWO SEAT BELT ELR	1688756	DTB75004	PASSED	615088	
BAYERISCHE MOTOREN WERKE AG AUTOFLUG AK-451/3	TYPE TWO SEAT BELT ELR		DTB75022	FAILED	615089	
RENAULT, INC. KLIPPAN 639	TYPE TWO SEAT BELT ELR		DTB75024	PASSED	615110	
GENERAL MOTORS CORPORATION REPA (OPEL) 4010	TYPE TWO SEAT BELT ELR	8 969840	DTB75025	FAILED	615090	
GENERAL MOTORS CORPORATION ALLIED CHEMICAL 3502	SEAT BELT ASSEMBLY ELR	1688759	UST75001	PASSED	615091	
GENERAL MOTORS CORPORATION FIRESTONE 1502	SEAT BELT ASSEMBLY ELR	1686220	UST75002	PASSED	615092	
GENERAL MOTORS CORPORATION GENERAL SAFETY 4512	SEAT BELT ASSEMBLY ELR	1686191	UST75003	PASSED	615093	
GENERAL MOTORS CORPORATION IRVIN INDUSTRIES 2502	SEAT BELT ASSEMBLY ELR	1688756	UST75004	PASSED	615094	
GENERAL MOTORS CORPORATION FIRESTONE 1506	SEAT BELT ASSEMBLY ELR	1686252	UST75005	PASSED	615095	
GENERAL MOTORS CORPORATION FIRESTONE 1512	SEAT BELT ASSEMBLY ELR	1686191R	UST75006	PASSED	615096	
FORD MOTOR COMPANY AMERICAN SAFETY S745(14.60)	SEAT BELT ASSEMBLY ELR	611A72-A69AF	UST75007	PASSED	615097	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 209

SEAT BELT ASSEMBLIES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY ALLIED CHEMICAL. R780(15.10)	SEAT BELT ASSEMBLY ELR	611A73-B21BE	UST75008	PASSED	615098	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 218

MOTORCYCLE HELMETS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
ABADDON PRODUCTS,INCORPORATED ABADDON PROD INC 1000	MOTORCYCLE HELMET		SRI750884001	FAILED	615099	
FALCON ENTERPRISES INCORPORATED FALCON ENT INC C-50	MOTORCYCLE HELMET		SRI750914001	PASSED	615111	
REBCOR, INCORPORATED REBCOR,INC R-2	MOTORCYCLE HELMET		SRI750924001	FAILED	615112	
STERLING PRODUCTS COMPANY STERLING PROD CO STH-700 COUGAR	MOTORCYCLE HELMET		SRI750944001	PASSED	615113	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 301

FUEL TANKS, FUEL TANK FILLER PIPES, & FUEL TANK CONNECTIONS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN RABBIT	2 DOOR HATCHBACK	1753109103	DYS75008	PASSED	615100	75525

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
106	RENAULT, INC.
108	AMERICAN MOTORS CORPORATION
108	FORD MOTOR COMPANY (FOREIGN)
108	GENERAL MOTORS CORPORATION (3)
108	SIGNAL STAT COMPANY
109	ALLIANCE TIRE & RUBBER CO LTD
109	ARMSTRONG RUBBER COMPANY (2)
109	B.F. GOODRICH TIRE & RUBBER CO. (4)
109	GATES RUBBER COMPANY (5)
109	KELLY-SPRINGFIELD TIRE CO.
109	PENNSYLVANIA TIRE AND RUBBER CO.
109	SEIBERLING TIRE & RUBBER COMPANY
109	UNIROYAL TIRE COMPANY
117	ARMOR TREAD TIRE INC BHF
117	B.F. GOODRICH TIRE & RUBBER CO.
117	CANTOR BROS INC JAV
117	EVERGREEN TIRE
117	PHILLIPS & ANDERSON TIRE COMPANY
117	WILSON TIRE & RECAPPING INC AYN
126	BOSWELL CAMPER IND., INC.
126	HAPPY TRAVLIR COACHES, INC.
126	NEONEX LEISURE PRODUCTS CA. INC.

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
126	QUALITY TRAVEL PRODUCTS
126	SHELTON INDUSTRIES INC.
209	BMW OF NORTH AMERICA, INC.
209	BRITISH LEYLAND MOTORS (3)
209	CHRYSLER CORPORATION (2)
209	GENERAL MOTORS CORPORATION
209	RENAULT, INC.
209	VOLKSWAGEN OF AMERICA, INC.
213	BABYHOOD INDUSTRIES, INC.
213	KANTWET BABY PRODUCTS COMPANY
213	PRIDE-TRIMBLE CORPORATION
218	ABADDON PRODUCTS INCORPORATED (2)
218	ACCESSORY DISTRIBUTORS, INC. (3)
218	AMERICAN SAFETY EQUIPMENT CORP.
218	AMERICAN SPORTS COMPANY, INC. (2)
218	BORDER DISTRIBUTING COMPANY, INC.
218	CYCRAFT MANUFACTURING, INC.
218	DAYTONA SPORTS COMPANY (2)
218	ELECTROFILM INCORPORATED (2)
218	FALCON ENTERPRISES INCORPORATED
218	FIM PRODUCTS, INC.
218	FLORIDA SAFETY PRODUCTS INC.

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
218	HEAD PRODUCTS INCORPORATED
218	JEFFERSON HELMETS, INC.
218	MCHAL ENTERPRISES INCORPORATED
218	NORCON MANUFACTURING COMPANY (2)
218	PREMIER PACIFIC, INC. (2)
218	PREMIER SEAT & ACCESSORY COMPANY
218	RALPH BARNES MOULDED PLASTICS CO
218	REBCOR, INC.
218	ROYAL INDUSTRIES-GRANT DIVISION
218	SAFETECH (3)
218	SAFETY ENGINEERING CORP.
218	SHOEI SAFETY HELMET CORPORATION (3)
218	STERLING PRODUCTS COMPANY, INC.
218	T & C MANUFACTURING CO. (2)
218	TRABACA PRODUCTS OF CALIF., INC. (2)
218	YODER WESTERN, INC. (2)
302	CHAMPION HOME BUILDERS COMPANY
302	COMMANDER MOTOR HOMES
302	FMC CORPORATION
302	OPEN ROAD INDUSTRIES, INC. (2)
302	PACE ARROW INCORPORATED
302	ROBIN HOOD MOTOR HOMES

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
302	TRAVEL EQUIPMENT CORPORATION (2)
302	TRAVOY CORPORATION
302	WINNEBAGO INDUSTRIES, INC.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

FMVSS	MANUFACTURER
103	FORD MOTOR COMPANY
104	BRITISH LEYLAND MOTORS
105	GENERAL MOTORS CORPORATION
105	PORSCHE KG
207	AMERICAN MOTORS CORPORATION
207	FORD MOTOR COMPANY (2)
207	GENERAL MOTORS CORPORATION
208	VOLKSWAGEN OF AMERICA, INC.
212	CHRYSLER CORPORATION
215	FORD MOTOR COMPANY (3)
215	SAAB, SCANIA OF AMERICA
216	GENERAL MOTORS CORPORATION
217	ARGOSY MANUFACTURING COMPANY
217	BLUE BIRD BODY COMPANY (2)
217	BUS AND TRUCK SUPPLY COMPANY
217	CARPENTER BODY WORKS INC.
217	COACH AND EQUIPMENT SALES CORP
217	COLLINS INDUSTRIES INC.
217	FLEETWOOD TRANSIT BUSES INC
217	FLXIBLE COMPANY
217	FMC CORPORATION
217	GENERAL MOTORS CORPORATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

FMVSS	MANUFACTURER
217	GRUMMAN ALLIED INDUSTRIES INC.
217	HIGHWAY PRODUCTS, INC.
217	MINIBUS INCORPORATED
217	OTIS ELEVATOR COMPANY
217	WARD SCHOOL BUS MANUFACTURING CO
217	WAYNE CORPORATION
217	WINNEBAGO INDUSTRIES INC.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATORY FILES RELEASED TO PUBLIC

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
108	AMERICAN MOTORS CORPORATION	1398
117	DUNCAN BROS. TIRE COMPANY INC.	1165
117	KENBRIDGE TIRE RECAPPING COMPANY	1182
117	POPES TIRE RECAPPING & MANUF.	1184

NATIONAL HIGHWAY TRAFFIC SAFFTY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATORY FILES RELEASED TO PUBLIC

VEHICLE STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
103	GENERAL MOTORS CORPORATION	1189
105	CHRYSLER CORPORATION	1322
105	GENERAL MOTORS CORPORATION	1075
217	AMERICAN MOTORS CORPORATION	1190

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION INITIATED

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
108	GENERAL MOTORS CORPORATION
209	CHRYSLER CORPORATION
209	VOLKSWAGEN OF AMERICA, INC.
218	ABADDON PRODUCTS INCORPORATED (2)
218	REBCOR, INC.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION INITIATED

VEHICLE STANDARDS

FMVSS	MANUFACTURER
217	WARD SCHOOL BUS MANUFACTURING CO

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - NOV. 1, 1975 TO NOV. 30, 1975

INVESTIGATION CLOSED

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
117	DUNCAN BROS. TIRE COMPANY INC.	1165
218	BELL HELMETS INCORPORATED	1257
218	BELL HELMETS INCORPORATED	1260
218	BELL HELMETS INCORPORATED	1259
218	BELL HELMETS INCORPORATED	1258

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 26, 1976

NHTSA -- 11-76 (RC)
Tel. (202) 426-9550

New federal motor vehicle standards designed to improve the safety of an estimated 35,000 school buses manufactured annually for use by nearly 20,000 school districts were announced today by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

The standards involve emergency exits, body joint strength, rollover protection, and seating, all of which were mandated by Congress under terms of the Motor Vehicle and Schoolbus Safety Admendment of 1974.

They will be effective nine months after adoption, and are in addition to two recent amendments to existing safety standards on fuel system integrity and braking.

The emergency exit standard, to provide escape from a school bus involved in an accident, requires one emergency door on each side of the vehicle's rear compartment, or a single door at the rear.

To avert the possibility of locked exits trapping occupants in a bus involved in an accident, the agency said, the amendment requires an interlock system which will prevent the engine from starting if an emergency door is locked. In addition, an audible warning system would alert the driver and passengers if any emergency door is not closed while the vehicle is running. The system, NHTSA emphasized, will not prevent the restarting of a stalled bus if the emergency exit is jammed. Once unlocked, the exits remain so until locked by the driver.

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The strength of body joints in a school bus is vitally important, NHTSA said, since many school bus fatalities and injuries are caused by ejection of the occupants, or exposure to sharp metal edges left in the wake of an accident. In order to keep panels from separating in an accident, the new standard will require the use of more rivets than are currently used to provide a joint tensile strength equal to 60 per cent of the tensile strength of the joined body panel. The standard applies only to school buses with a gross vehicle weight rating over 10,000 pounds. NHTSA explained there is no evidence that the type of joint failure found in the larger buses also occurs in smaller van-type school buses manufactured for use as 11 to 17 passenger school buses.

Rollover protection is designed to reduce the danger of roof collapse in a rollover accident, NHTSA said. Technically, the new standard calls for a test that will require the roofs of school buses to sustain weight stresses equal to one and a half times the weight of the unloaded vehicle. In addition, it requires that the vehicle's emergency exits must be capable of opening after a simulated rollover.

The school bus seating standard stipulates a seat back height of 20 inches and a maximum seat separation of 20 inches for compartmentalization of the occupants in a crash. Van type school buses are required to have seat belts and energy absorbing seating, because of their greater vulnerability in an accident, as compared with the heavier, standard-sized school buses.

A proposal for seat belt anchorages in school buses over 10,000 pounds gross vehicle weight rating was withdrawn. The safety agency said further study of the extent to which belts would be voluntarily installed and properly used in these buses would provide more information that could lead to future rulemaking.

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Washington, D.C. 20590

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 28, 1976

NHTSA- 12-76 (PF)
Tel. 202-426-9550

A new highway safety program standard to advance the safety of bicyclists has been proposed by the U. S. Department of Transportation.

The department's National Highway Traffic Safety Administration (NHTSA) said the proposed standard would be implemented by the states and would apply to persons operating bicycles, child and adult tricycles, and other wheeled, pedal-powered vehicles.

The safety agency said the standard would apply only to cycle operators, since cycle safety in terms of the vehicle itself is the responsibility of the Consumer Product Safety Commission. The Federal Highway Administration is responsible for special bicycle lanes and paths, as well as highway traffic controls.

The proposed standard represents a new Federal-State cooperative approach to highway safety. For its part, the Federal government would specify minimum performance levels for all states in such areas as accident reporting, and traffic rules of the road. At the same time, the standard would empower the individual states to develop and carry out specifically tailored programs, in agreement with NHTSA.

Interested parties are invited to submit comments on the proposal by writing to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, D. C. 20590. The comment period closes on Apr. 21, 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 25, 1976

NHTSA -- 15-76 (HP)
Tel. 202-426-9550

The nation's traffic fatalities continued their downward trend in January dipping more than 2 per cent below the level of January 1975, the U. S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (January) is estimated at 2,989, a reduction of 68 from the 3,057 fatalities reported in January 1975.

It marked the sixth consecutive month the traffic fatality count was below the corresponding month of the previous year.

The totals are based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia.

The January 1976 figure was almost 21 per cent below the death total for the same month in 1973, which the NHTSA uses as a base year for statistical comparision.

Dr. James B. Gregory, the federal safety chief, said the January figures give continued evidence that many motorists are cooperating with the lower speed limits, "recognizing that there is a big payoff in safety as well as in fuel conservation. We believe that stricter enforcement of the 55 mile per hour speed limit will contribute to an even more dramatic reduction in the traffic toll."

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
February 27, 1976

NHTSA -- 17-76 (HP)
Tel. 202-426-9550

A new bumper standard for passenger cars, limiting damage to vehicle bumpers and prohibiting damage to other vehicle surfaces in low-speed crashes, was announced today by the U. S. Department of Transportation.

The standard, prepared by the department's National Highway Traffic Safety Administration (NHTSA), is issued under the authority of Title I of the Motor Vehicle Information and Cost Savings Act.

The Act directs the federal safety agency to develop standards to reduce the cost of low-speed collisions.

The new standard, in addition to specifying limitation on damage to non-safety-related components and vehicle surface areas, also incorporates the safety requirements currently contained in Federal Motor Vehicle Safety Standard No. 215, Exterior Protection. Standard No. 215 requires passenger cars to withstand crashes of 5 miles per hour, both front and rear, without damage to lighting, fuel, exhaust, cooling and latching systems.

Effective Sept. 1, 1978, the new standard requires that all new passenger cars be equipped with front and rear bumpers capable of sustaining barrier and pendulum crash tests at 5 mph and corner impacts at 3 mph. No damage will be permitted to any part of the vehicle except to the bumper itself and the brackets, fasteners, etc., that attach the bumpers to the chassis frame. The pendulum test insures greater uniformity in bumper height to help eliminate damage caused by mismatching bumpers.

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Effective Sept. 1, 1979, the requirements will become more stringent, limiting damage to the bumper face bar to 3/8-inch dents and limiting overall bumper set to 3/4-inch. Bumper set is the flattening of the bumper face bar which is rarely detectable by the naked eye.

The test requirements of the new standard will allow the production of bumper systems made of soft materials. The NHTSA therefore, under separate notice is proposing that manufacturers have the option of complying with either Standard No. 215 or with the newly issued standard, until Sept. 1, 1978.

"The new bumper standard," said Dr. James B. Gregory, the NHTSA administrator,"represents a large step towards meeting the Congressional mandate to reduce the cost of low-speed accidents and we believe it will save the consumer a significant amount of money. We are also convinced that the manufacturers have the capability to conform to the provisions of the standard and to develop more economical bumper systems."

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE WEDNESDAY
March 3, 1976

NHTSA -- 18-76 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation moved today to help reduce the annual theft of nearly one million cars in this country.

In an advanced notice of proposed rulemaking, the department's National Highway Traffic Safety Administration (NHTSA) said it is looking for ways to make its motor vehicle safety standard dealing with theft protection more effective. Various approaches will be considered to improve the security of passenger cars and other motor vehicles.

The proposal would require stronger door and ignition locks to make it more difficult to break into and operate a vehicle. The safety agency is also looking for improved hood and trunk locking mechanisms that could be operated only from the inside of the vehicle. Other proposals call for different keys for the steering lock and door and trunk locks, as well as a system which would make it impossible to leave the key in the car ignition.

The safety agency has asked for comments and suggestion from interested parties, especially component suppliers, vehicle manufacturers, and specialists in physical security systems. Comments should be addressed to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590. The comment period closes on June 2, 1976.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
March 12, 1976

NHTSA -- 19-76 (RC)
Tel. 202-426-9550

Accident investigators for the U. S. Department of Transportation have compiled a scientific sketch of the person most likely to cause a fatal highway accident involving excessive drinking.

Usually a 25 to 35 year old male, this driver is a heavy or problem drinker who often prefers beer to other alcoholic beverages. He probably has a high school education and drives an older car. Single, separated, or divorced, he displays overly aggressive drinking habits, and poses the greatest threat to highway safety during the early morning hours on weekends.

This "fatal driver profile" is a composite drawn from special in-depth investigations by the department's National Highway Traffic Safety Administration (NHTSA) of alcohol related accidents in Boston, Baltimore, Albuquerque, and Oklahoma City. The profile is significant, the federal safety agency pointed out, because it verifies previous theories that were not based upon factual accident data.

The NHTSA initiated a series of Alcohol Safety Action Projects (ASAPs) in the four cities more than three years ago. These specific accident studies were designed to give a more accurate picture of the alcohol/accident problem; an idea of the effectiveness of such ASAP programs; and a better identification of the problem drinker most likely to become involved in an alcohol-involved crash.

Other drugs, used alone or in combination with alcohol, were prominent in these studies. The Boston study, for example, indicated that 39 per cent of the fatal accidents examined involved alcohol directly, a combination of alcohol and other drugs, or other drugs alone. In this total, the investigators found that 26 per cent of the accidents involved alcohol alone, nine per cent alcohol plus marijuana, and four per cent alcohol along with marijuana, barbituates and other drugs.

- more -

Alcohol related highway fatalities amounted to 45 per cent of 101 fatal accidents recorded before Boston initiated an ASAP project, and dropped to 35 per cent of 161 fatal accidents during a one year period with an ASAP project. The decline was registered, NHTSA emphasized, at a time when the State of Massachusetts had lowered the drinking age from 21 to 18 years of age.

The Boston study also showed that 16 per cent of surviving drivers considered most responsible for a fatal accident admitted to being under the influence of marijuana at the time of the crash.

Drinking was cited as the primary cause of 42 per cent of the fatal accidents analyzed in the Baltimore study, with excessive speed accounting for an additional 15 per cent. Sixty-three per cent of the fatally injured drivers, who were judged most responsible for the accident, had positive blood alcohol concentrations ranging from a low of .07 per cent to a high of .41 per cent. The average reading of .20 per cent, NHTSA said, was twice the legal limit recognized for a driving while intoxicated charge.

Investigators also conducted a separate psychological evaluation of more than 200 fatally injured drivers who were found most responsible for fatal accidents in the Baltimore area over the past five years. Family, friends, and colleagues were interviewed by the investigators in order to determine the characteristics of the deceased drivers.

It was found that these drivers were significantly different from the norm, displaying more "belligerance, negativism, verbal expansiveness, and general psychopathology, regardless of their age or alcohol involvement." Analysis of the Baltimore data indicated a slight correlation with alcohol usage, but not with age, prompting the investigators to conclude that psychological factors might be more important than either age or alcohol use in causing fatal accidents.

In Albuquerque, NHTSA accident teams first studied 3,800 police reports of alcohol involved accidents. They found that 60 per cent of these accidents occurred on weekends and 67 per cent at night. Compared with the general driving accident population, drinking drivers were over-involved in single vehicle, lone driver, rollover, run-off-the-road, and injury producing collisions, the federal safety agency said.

Special investigation of 220 of these total accidents revealed that 90 per cent of the alcohol-involved drivers were responsible for the accident. Twenty per cent of the drivers had invalid drivers' licenses at the time of their crash; 53 per cent were considered problem drinkers, and almost one in four admitted using other drugs while drinking and driving.

Effectiveness of the ASAP program in Oklahoma City was noted by the investigators who compared alcohol involved fatal accidents there with Tulsa which does not have such a program. Although the volume of such accidents in both cities was not significantly different, 75 per cent of the most responsible drivers with alcohol involvement in Tulsa were problem drinkers, compared to only 44 per cent in Oklahoma City, the investigators said.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
March 17, 1976

NHTSA -- 14-76(BMA)
Tel. - 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued its latest Defect Investigatory Cases Report today, combining the months of September through December, 1975, into one report.

The report lists 65 active investigations in progress, four that have been terminated, two that were suspended, three investigations in which an initial or final defect determination has been made, and three investigations in which NHTSA findings have been disputed by manufacturers and are now in litigation.

The federal safety agency report also lists one newly-opened survey, 26 surveys and audits in progress, and the termination of nine recall campaign audits. The newly-opened survey involves alleged leakage of the front disc brake caliper on 1973 and 1974 motorcycles manufactured by the Harley Davidson.

Case 051, involving alleged breakage of the three-piece wheels manufactured by the Kelsey-Hayes Corp. and installed on 1960 through 1965 Chevrolet and GMC 3/4-ton trucks, was terminated when the General Motors Corp. notified NHTSA of its intention to conduct a recall campaign to replace the wheels. At the time of manufacturer notification, this case was in litigation.

Also terminated was Case C3-38 which involved the possibility of corrosion and glazing of the front disc brake rotors on the 1973 Toyota Corona. The problem apparently developed during shipment of the vehicles. The case was concluded when it was determined that adequate warning of an impending brake problem was given to owners which prompted them to seek corrective actions, and that most of the vehicles not inspected by dealers prior to delivery were corrected under warranty.

A recall by the manufacturer resulted in the termination of Case C5-27, which involved 1970 and 1971 Kari-Krete Placer vehicles manufactured by the Symons Corp. The problem concerned breakage of the rear wheel mounting lug bolts due to the concrete conveyor being too heavy for the truck suspension.

One of the suspended cases involved certain models of Honda motorcycles and allegations that gasoline fires may result from faulty performance of their fuel tank filler caps. The other suspended case concerned the 1971-73 Renault Model 17 Sports Coupe and allegations of fuel leakage from the pressurized system onto the engine exterior. NHTSA places investigations in a "suspended" category when, for lack of sufficient defect evidence, the agency feels an investigation should be terminated. Such cases remain in the "suspended" category for 60 days or more, after which they are terminated unless new evidence is received which justifies continued investigation.

NHTSA's investigative report series provides motorists with a regular warning of safety-related problems in motor vehicles. By including a list of newly terminated cases and the agency's conclusions, NHTSA findings are brought to the attention of both motorists and the manufacturers involved.

Interested persons, including those with information bearing on current investigations, are invited to write to: The Office of Consumer Services, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, D. C. 20590. Please indicate in such reports the make, model, year, and serial number (VIN) of the vehicle and all pertinent facts relating to the failure.

PLEASE NOTE:

These investigatory reports are furnished to the Consumer Product Information Center, Pueblo, Colo. for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "subscription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

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SAFETY-RELATED SURVEYS OPENED THIS REPORTING PERIOD

FOR THE MONTHS OF SEPTEMBER-DECEMBER 1975

Case Number:	S6-09
Manufacturer:	Harley Davidson Company
Make:	Motorcycle
Model:	Motorcycle
Year(s):	1973-1974
Possible Problem:	Alleged leakage of front disc brake caliper.

SAFETY-RELATED DEFECT INVESTIGATORY CASES AND RECALL CAMPAIGN AUDITS TERMINATED THIS REPORTING PERIOD

FOR THE MONTHS OF SEPTEMBER-DECEMBER 1975

Case Number:	051
Manufacturer:	Kelsey-Hayes Corporation/General Motors Corporation
Make:	Wheel
Model:	Three-Piece Wheel Installed on 3/4-ton Chevrolet and GMC trucks
Year(s):	1960-1965
Possible Problems:	Alleged Breakage of Wheel
Conclusions:	General Motors notified NHTSA, by letter dated November 21, 1975, of its intention to conduct a recall notification campaign (#75-0204) and to replace the defective wheels free of charge pursuant to consent order in Civil Action Number 329870 dated November 5, 1975, entered by the U.S. District Court for the District of Columbia.

Case Number:	C3-38
Manufacturer:	Toyota
Make:	Corona
Model:	Corona
Year(s):	1973
Possible Problems:	Corrosions and glazing of front disc brake rotors encountered during shipping.
Conclusion:	Adequate warning of an impending brake problem is given to owners which prompts them to seek corrective actions. The trend of warranty claims would indicate that the preponderance of Toyota Coronas not inspected by dealers prior to delivery would have been corrected under warranty.

Case Number:	C3-41
Manufacturer:	Chrysler Corporation
Make:	All
Model:	Six Cylinder Engines
Year(s):	1970-1972
Possible Problems:	Alleged cracking of exhaust manifold.
Conclusions:	An open crack in an exhaust manifold clearly provides a vehicle operator with a distinctly audible warning of a service need. Unsafe concentrations of carbon monoxide in the passenger compartment and erratic, unsafe engine performance do not result.

Case Number:	C5-27
Manufacturer:	Symons Corporation (Mulkey Division)
Make:	Kari-Krete Placer Vehicles
Model:	Kari-Krete Placer Vehicles
Year(s):	1970-1971
Possible Problems:	Concrete conveyor too heavy for truck suspension resulting in breakage of rear wheel mounting lug bolts.
Conclusion:	In view of manufacturer's recall action (Recall #74-0144) further investigation is not required.

Case Number:	A4-43
Manufacturer:	General Motors
Make:	Chevrolet
Model:	Full-Size Station Wagon
Year(s):	1974
Possible Problems:	Alleged failure of rear brake pipe. Recall Number 73-0244.
Conclusions:	Based on NHTSA audit work, results as indicated by the manufacturer are satisfactory.

Case Number:	A5-11
Manufacturer:	Chrysler Corporation
Make:	Imperial
Model:	Imperial
Year(s):	1974
Possible Problems:	Failure of the parking brake shoe spring.
Conclusions:	Based on NHTSA audit work, results as indicated by the manufacturer are satisfactory. (Recall #74-0082)

Case Number:	A5-12
Manufacturer:	Chrysler
Make:	Imperial
Model:	Imperial
Year(s):	1974
Possible Problems:	Failure of Seat Back Retainer Clip.
Conclusions:	Based on NHTSA audit work, Recall Campaign Number 74-0056 was found to be above the average.

Case Number:	A5-18
Manufacturer:	Fiat
Make:	Fiat
Model:	128
Year(s):	1974
Possible Problems:	Seat Belt Interlock Control Box (Recall #74-0123).
Conclusion:	Based on NHTSA audit work, results as indicated by the manufacturer are satisfactory.

Case Number:	A5-19
Manufacturer:	AMF
Make:	Harley Davidson
Model:	Motorcycle
Year(s):	1973-1974
Possible Problems:	Rear Disc Brake Caliper Failure.
Conclusions:	Based on NHTSA audit work, Recall Campaing Number 74-0046 was found to be above the average.

Case Number:	A5-20
Manufacturer:	Goodyear Tire and Rubber Company
Make:	Tire
Model:	Power Cushion Polyglass Load Range B, F78-14
Year(s):	1973
Possible Problems:	Alleged Failure.
Conclusion:	Based on NHTSA audit work, Recall Campaign 74E-009 was found to be above average.

Case Number:	A5-24
Manufacturer:	Cooper Tire and Rubber Company
Make:	Tire
Model:	H70-14 & H70-15
Year(s):	1973
Possible Problems:	Tire Failure
Conclusions:	Based on NHTSA audit work, Recall Campaign Number 74E-020 completion rate was considered satisfactory.

Case Number:	A5-31
Manufacturer:	Peugoet, Incorporated
Make:	Peugoet
Model:	504 Diesel Sedans and Station Wagons
Year(s):	1974
Possible Problems:	Alleged brake line corrosion.
Conclusion:	Based on NHTSA audit work, Recall Campaign Number 74-0164 was found to be above the average.

Case Number:	A6-07
Manufacturer:	B. F. Goodrich Tire Company
Make:	Polyester/Steel Radial Mud and Snow Tire
Model:	HR 78-15
Year(s):	July thru September 1974
Possible Problems:	Non-Compliance of FMVSS 109 (Endurance Test). Recall Number 75E-003
Conclusion:	Based on the available small known owner count and possible lack of record keeping, this audit is being closed without conclusions and being referred to the Office of Standards Enforcement for possible non-compliance action.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

Case Number:	C3-02
Manufacturer:	Honda
Make:	Honda
Model:	CB 750, CB 500, and CB 450 (K3 & K4)
Year(s):	All
Possible Problems:	Gas Tank Filler Cap becomes dislodged allowing gas to be ignited.
Status:	Suspended November 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C4-60
Manufacturer:	Renault
Make:	Renault
Model:	Model 17 Sports Coupe
Year(s):	1971-1973
Possible Problems:	Alleged fuel leakage from pressurized system onto engine exterior.
Status:	Suspended Juen 24, 1975, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : December 31, 1975

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
212	Ford	Ford, Full-Size; Lincoln; Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
266	Ford	Full-Size	1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 Single Piece Wheel	Bead Seat Failure

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single, Piece Wheel	Inner Bead Seat Failure
C2-53	Ford	All	1967-1971	Brake Master Cylinder	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1966	Heater	Engine Fume Intrusion Due to Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead Electrical Connector	Becomes Disconnected
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering Wheel	Breakage at Hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Lockup Due to Foreign Objects
C3-28	International Harvester	Scout 800A and 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion by Seat Latch
C3-34	General Motors	All Light Duty Pickup Trucks	1966-1971	Rear Axle Control Arm	Cracking and Splitting at Welds
C3-35	International Harvester	Travelall 1110 x 4	1971-1973	Steering Arm Ball	Movement During Braking May Cause Loss of Control
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement With Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt Cab Pivot Lock Plate	Plate Breakage

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-07	Ford	Full-Size	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International	1600, 1700S and 1800 Loadstar Chassis	Various	Rear Axle U-Bolt	Low Torque
C4-09	Chrysler	Plymouth Valiant and Dodge Dart ("A" Body)	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup Under Normal Brake Operation
C4-10	Winnebago	D24 Motor Home	1970-1971	Front Tires, Wheels, Springs and Axles	Suspension Ratings are Possibly Exceeded by Unloaded Weights of Vehicle Front Ends with Standard or Optional Equipment, plus Normal Occupant and Luggage Loads
C4-11	Action Industries	25-Foot Swinger Motor Home	1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motor Home	1969-1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor Home	1970	Front Tires, Wheels Springs and Axles	See C4-10
C4-15	General Motors	Cadillac	1976-1970	Air Conditioner Blower Relay	Failure May Cause Overheating of Eletrical Harness

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	GMC and Chevrolet Pickup Truck	1971-1972	Steering Tie Rod End	Separation of Ball From Socket
C4-18	Ford	Fairlane and Ranchero	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
		Mercury Montego	1965-1969		
		Ford Falcon	1965-1970		
		Mercury Comet	1965-1970		
C4-19	RV Industries	Landau 25-Foot Motor Home	1970	Front Tires, Wheels Springs and Axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood Latch	Failure of Secondary Latch
C4-22	Ford	Pinto	1972-1973	Assembly Aid Tab on Rear Wheel Well	Tab May Contact and Cut Tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Binding Spool Valve
C4-27	Champion Home Builders	Concord 28-Foot Motor Home	1973	Gas Tank	Location and Installation of Gas Tank May Cause Over-loading
C4-28	Ford	Pinto	1971-1972	Rack and Pinion Steering	Bending of Steering Assembly on Wheel Impact Causes Binding

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle In Open Posisition
C4-30	Ford	School Bus	1966-1974	Brake Drum	Breakage Causes Loss of Brakes
C4-34	Nissan	Datsun 510 & 1200	1969-1971	Plastic Connector and Filler Hose	Leakage Allows Fuel or Fumes to Enter Passenger Compartment
C4-35	Nissan	Datsun 510	1968-1971	Front Suspension Transverse Link	Breakage Due to Improper Shipping May Allow Loss of Control
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Engine Flooding Caused by Loss of Float Buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II, 1110-1310 D, 1010-1310, 4x4	1970-1973	Brake Lining	Brake Pull and Fade Upon Application
C4-53	General Motors	Chevrolet Chevelle V8 Engine	1965-1969	Engine Mount	Secondary Effect from Shearing of Engine Mounts
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch Fuel Injector	Fuel Leaks from Pressurized System Onto Engine Exterior

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motor Home	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C5-03	International Harvester	Travelall	1974	Battery Cable	Rubbing or Chafing Causes Spark or Short
C5-04	Ceat S.p.A.	Mercurio 10.00x22	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Date : December 31, 1975

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-26	Ford	Mercury Capri	1971-1973	Seat Failure	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards which could Result in Loss of Vehicle Control
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer to Rear Passenger Compartment	Routing of Exhaust System in Rear Axle Area Results in Scorching and Charring of the Underside of the Rear Seat and Melting of the Floorboard Insulation
C5-32	Fruhling Products Incorporated	Fruhling SAF-T-RELEASE motorcycle helmet chin strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While In Use
C6-01	Aluminum Company of American (Alcoa)/ Kelly Springfield Tires	Aluminum Wheel Rims/ Kelly Springfield Tires 11-22.5 and 11-24.5	All	Wheel Rim	Alleged Tire Bead Chafing

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetor	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC and Ford (INITIAL DEFECT DETERMINATION MADE 5-16-75).	All	1965-1971	Power Brake Vacuum Check Valve	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-02	HONDA INVESTIGATION SUSPENDED 11-30-74	CB 750, CB 500 and CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12/30/75)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Fails Due to Underpower
C4-60	Renault (SUSPENDED 6-24-75)	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injector	See C4-58

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Replaced Parts that may contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels & Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stand and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Tires, Springs & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Co.	Harley Davidson motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A2-58	General Motors	Chevrolet	1965-1970	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero Mercury Montego	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	LX1000 & XLCH1000	1973	Frame	Recall #73-0215

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-63	General Motors	Chevrolet, Pontiac, Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-13	American Motors	Jeeps with Power Brakes	1974	Power Brake Booster	Recall #74-0040
A5-14	Ford	Ford, Torino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird Montego, Cougar, Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A5-16	BMW	2002, 2002A and 2002 Tii	1974	Inertia Reel Seat Belt	Recall #74-0019
A5-17	Volkswagen	Type I Beetle and Super Beetle	1973	Seat Belt Mounting	Recall #73-0133
A5-22	Volkswagen	Audi 100	1973	Tire	Recall #74E-009
A5-23	Mack Trucks, Inc.	DM, F, MB, R, U, FL, FS, RL & RS	March 1971 thru June 1973	SW56 & SW57 Bogie Housing	Recall #74-0032
A5-30	DeGiorgio Corp.	Mini Motor Home	1974	Tailpipe	Recall #73-0119

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : December 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac(all except Eldorado)	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body Company	School Bus Forward Control	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TPC Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007
A6-08	Chrysler	Dodge Trucks D & S 6, 7 and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
March 31, 1976

NHTSA -- 23-76 (RC)
Tel. 202-426-9550

Driving in the U. S. A. is becoming safer and less confusing as a growing number of states modernize their traffic laws to conform with the model "Rules of the Road" provisions of the Uniform Vehicle Code, the U. S. Department of Transportation said today.

The department's National Highway Traffic Safety Administration (NHTSA) estimates that 37 states are close to full adoption of the code's traffic rules. The balance, however, have traffic laws that are obsolete and non-uniform.

The rules cover obedience to laws, traffic control devices, use of the roadway, right of way for vehicles and pedestrians, turning, special stops, speed, serious traffic offenses, stopping and parking, bicycles, motorcycles, and miscellaneous traffic rules.

Kansas has achieved 95 percent conformity with the code, followed by Georgia with 82 percent, Nebraska, Maryland and Washington, 71 percent, and Florida with 70 percent. The lowest ranking states are Massachusetts (20 percent) Pennsylvania (22 percent) and Oregon (22 percent).

Most of the lower conformance scores were recorded by eastern states, NHTSA noted, raising the question of how much traffic confusion will be created by the millions of tourists expected to celebrate the American Bicentennial. The federal safety agency pointed out that studies indicate Bicentennial visitors will increase from 8.7 million to 17.4 million for Philadelphia, and from 6.1 million to 15.3 million for Boston.

The greatest progress made in conforming with the code rules during the past five years has been in the areas of permitting right turns on a red light, and in motorcycle laws.

- more -

All states, with the exception of Vermont and the District of Columbia, now permit right turns on red. Most of these states (33) have adopted the "Western" rule allowing a right turn at any intersection except when a sign prohibits the turn. The balance of the states use the "Eastern" rule, which permits turns only where signs are posted, and most are switching to the more liberal Western rule.

Thirty-four states and the District of Columbia have amended their laws on the operation and equipment of motorcycles to conform with code provisions which require the wearing of safety helmets, and other safety gear for both drivers and passengers. Forty-eight states require motorcyclists to wear helmets.

Significant progress has likewise been made, NHTSA said, in state adoption of uniform laws on traffic signs, signals and road markings.

Despite such gains, the agency noted, 55 percent of the variances among state traffic laws involve rules describing when drivers should yield the right of way to other drivers, and rules on the meaning of green, yellow and red lights.

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY -
April 8, 1976

NHTSA - 22-76(BMA)
Tel. - 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued its Defect Investigatory Cases Report today listing all investigations opened, suspended, and terminated during January 1976, together with summaries of all investigations in progress as of Feb. 2.

The report lists 71 active investigations, including six in which an initial or final defect determination has been made, (five in which NHTSA findings have been disputed by manufacturers and are now in litigation). Today's report also lists 35 surveys and recall campaign audits, and two investigations that have been suspended. Of the recall campaign audits, nine were opened during this reporting period.

NHTSA's regular report series is issued to provide motorists, as well as the manufacturing industry, a complete account of federal investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, D.C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or the public file for suspended cases, may do so in technical reference room 5108, of the NHTSA at the above address.

PLEASE NOTE:

These reports are furnished to the Consumer Product Information Center, Pueblo, Colo. for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "subscription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

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TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile defects or request vehicle recall information from the National Highway Traffic Safety Administration -- who live in Maryland, Delaware, Virginia, W. Virginia, N. Carolina, Pennsylvania, New Jersey, Connecticut, New York City, Long Island, Buffalo; or who are included in the telephone code areas of 513 and 614 in the State of Ohio -- may wish to use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is 800-424-0123
Washington, D.C. residents may call 426-0123
Other areas -- reg. toll charge -- 202-426-0123.

Reporting Period: January 31, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES
AND RECALL CAMPAIGN AUDITS
OPENED THIS REPORTING PERIOD

Case Number:	A6-10
Manufacturer:	Fiat
Make:	Fiat
Model:	X1/9
Year(s):	1974-1975
Possible Problems:	Accelerator Cable Malfunction. Recall Campaign Number 75-0173

Case Number:	A6-11
Manufacturer:	International Harvester
Make:	International Harvester
Model:	Loadstar and Cargostar
Year(s):	1975
Possible Problems:	Routing of Air Supply Lines/Valves to Avoid Frame Contact and Subsequent Damage. Recall #75-0191.

Case Number:	A6-12
Manufacturer:	Nissan Motor Corporation
Make:	Datsun
Model:	510
Year(s):	1971
Possible Problems:	Gasoline Leakage. Recall Campaign Number 75-0181.

Case Number:	A6-13
Manufacturer:	American Motors Corporation
Make:	American Motors
Model:	Matador
Year(s):	1975
Possible Problems:	Failure of Carburetor Secondary Throttle Lockout Lever. Recall Campaign Number 75-0057.

Case Number: A6-14
Manufacturer: Harley Davidson
Make: Motorcycle
Model: SXT-125
Year(s): 1975

Possible Problems: Defective Frame. Recall Campaign Number 75-0127.

Case Number: A6-15
Manufacturer: Sebring Vanguard Incorporated
Make: Sebring Vanguard
Model: CitiCars
Year(s): April thru December 1974

Possible Problems: Failure of Master Cylinder Check Valve. Recall Campaign Number 75-0034.

Case Number: A6-16
Manufacturer: Mack Trucks Incorporated
Make: Mack Truck
Model: R, RD, RM, U, DM, DMM, F and B Models
Year(s): All

Possible Problems: Failure of Dual Brake Treadle Valve-Air Supply Piping. Recall Campaign Number 75-0192.

Case Number: A6-17
Manufacturer: Freightliner Incorporated
Make: All
Model: All
Year(s): 1967-1975

Possible Problems: Brake Pedal Failure. Recall Campaign Number 75-0119.

Case Number: A6-18
Manufacturer: General Motors Corporation
Make: General Motors
Model: Chevrolet, Buick and Oldsmobile
Year(s): 1975

Possible Problems: Failure of Spare Tire Hold Down Hook. Recall Campaign Number 75-0129.

Reporting Period: January 31, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES
AND RECALL CAMPAIGN AUDITS
TERMINATED THIS REPORTING PERIOD

NONE

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:

Case Number:	C3-02
Manufacturer:	HONDA
Make:	Honda
Model:	CB 750, CB 500 and CB 450 (K3 & K4)
Year(s):	All
Possible Problems:	Gas Tank Filler Cap becomes dislodged allowing gas to be ignited.
Status:	Suspended November 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C4-60
Manufacturer:	Renault
Make:	Sports Coupe
Model:	Model 17
Year(s):	1971-1973
Possible Problems:	Alleged fuel leakage from pressurized system onto engine exterior.
Status:	Suspended June 24, 1975, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1976

I. INVESTIGATIONS

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
212	Ford	Ford Full-Size Lincoln, Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
266	Ford	Full-Size	1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 Single Piece Wheel	Bead Seat Failure

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: January 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single Wheel	Inner Bead Seat Failure
C2-53	Ford	All	1967-1971	Brake Master Cylinder	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1966	Heater	Engine Fume Intrusion into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering Wheel	Breakage at Hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Lockup Due to Foreign Objects
C3-28	International Harvester	Scout 800A & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion by Seat Latch
C3-34	General Motors	All Light Duty Pickup Trucks	1966-1971	Rear Axle Control Arm	Cracking and Splitting at Welds
C3-35	International Harvester	Travelall 1110 x 4	1971-1973	Steering Arm Ball	Movement During Braking May Cause Loss of Control
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement With Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt Cab Pivot Lock Plate	Plate Breakage

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1976

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-07	Ford	Full-Size	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700S and 1800 Loadstar Chassis	Various	Rear Axle U-Bolt	Low Torque
C4-09	Chrysler	Plymouth Valiant and Dodge Dart ("A" Body)	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup Under Normal Brake Operation
C4-10	Winnebago	D24 Motor Home	1970-1971	Front Tires, Wheels, Springs and Axles	Suspension Ratings are Possibly Exceeded by Unloaded Weights of Vehicle Front Ends with Standard or Optional Equipment, Plus Normal Occupant and Luggage Loads
C4-11	Action Industries	25-Foot Swinger Motor Home	1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-13	Boise Cascade	Lifetime **Premier** 23-Foot Motor Home	1969-1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor Home	1970	Front Tires, Wheels Springs and Axles	See C4-10
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	GMC and Chevrolet Pickup Truck	1971-1972	Steering Tie Rod End	Separation of Ball From Socket
C4-18	Ford Mercury Montego Ford Falcon Mercury Comet	Fairlane and Ranchero	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C4-19	RV Industries	Landau 25-Foot Motor Home	1970	Front Tires, Wheels Springs and Axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood Latch	Failure of Secondary Latch
C4-22	Ford	Pinto	1972-1973	Assembly Aid Tab on Rear Wheel Well	Tab May Contact and Cut Tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Binding Spool Valve
C4-27	Champion Home Builders	Concord 28-Foot Motor Home	1973	Gas Tank	Location and Installation of Gas Tank May Cause Overloading
C4-28	Ford	Pinto	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Month Ending: January 31, 1976

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle In Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 & 1200	1969-1971	Plastic Connector and Filler Hose	Leakage Allows Fuel or Fumes to Enter Passenger Compartment
C4-35	Nissan	Datsun 510	1968-1971	Front Suspension Transverse Link	Breakage Due to Improper Shipping May Allow Loss of Control
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Engine Flooding Caused by Loss of Float Buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevrolet Chevelle V8 Engine	1965-1969	Engine Mount	Secondary Effect from Shearing of Engine Mounts
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch Fuel Injector	Fuel Leaks from Pressurized System Onto Engine Exterior

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-59	Volkswagen	VW Type 3,prior to August 1971 Porsche 914,1.8, 1.7 and 2.0 Liter Engine VW Type 4,1.7 Liter Engine	1970-1972	Bosch Fuel Injector	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motor Home	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C5-03	International Harvester	Travelall	1974	Battery Cable	Rubbing or Chafing Causes Spark or Short
C5-04	Ceat S.p.A.	Mercurio 10.00x22 14-ply (Load Range G) Steel Belted Radials	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failure	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards, which could Result in Loss of Vehicle Control
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer to Rear Passenger Compartment	Routing of Exhaust System in Rear Axle Area Results in Scorching and Charring of the Underside of the Rear Seat and Melting of the Floorboard Insulation
C5-32	Fruhling Products Incorporated	Fruhling SAF-T-RELEASE motorcycle helmet chin strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be prone to Opening While in Use
C6-01	Aluminum Company of America (Alcoa)/ Kelly Springfield Tires	Aluminum Wheel Rims/ Kelly Springfield Tires 11-22.5 and 11-24.5	All	Wheel Rim	Alleged Tire Bead Chafing

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: January 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetor	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC and Ford (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vacuum Check Valve	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-02	HONDA INVESTIGATION SUSPENDED 11-30-74	CB 750, CB 500 and CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Fails Due to Underpower
C4-60	Renault (SUSPENDED 6-24-75)	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injector	See C4-58

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Replaced Parts that may contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels and Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stand and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Tires, Springs & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Co.	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A2-58	General Motors	Chevrolet	1965-1970	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero Mercury Montego	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	LX1000 & XLCH1000	1973	Frame	Recall #73-0215

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-13	American Motors	Jeeps with Power Brakes	1974	Power Brake Booster	Recall #74-0040
A5-14	Ford	Ford, Torino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR 78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird Montego, Cougar Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A5-16	BMW	2002, 2002A and 2002 Tii	1974	Inertia Reel Seat Belt	Recall #74-0019
A5-17	Volkswagen	Type I Beetle and Super Beetle	1973	Seat Belt Mounting Retractor Bracket	Recall #73-0133
A5-22	Volkswagen	Audi 100	1973	Tire	Recall #74E-009
A5-23	Mack Truck, Inc.	DM, F, MB, R, U, FL, FS, RL, & RS	March 1971 thru June 1973	SW56 and SW57 Bogie Housing	Recall #74-0032
A5-30	DeGiorgio Corp.	Mini Motor Homes	1974	Tailpipe	Recall #73-0119

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III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac(all except Eldorado)	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body Company	School Bus Forward Control	1974	Tubing and Fittings To Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TPC Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007
A6-08	Chrysler	Dodge Trucks D & S 6, 7 and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151
A6-10	Fiat	Fiat X1/9	1974-1975	Accelerator Cable Malfunction	Recall #75-0173
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply lines/valves to avoid frame contact and subsequent damage	Recall #75-0191

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III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-12	Nissan Motors Corporation	Datsun PL-510	1971	Alleged Gasoline Leak	Recall #75-0181
A6-13	American Motors	Matador	1975	Alleged failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-14	Harley Davidson	SXT-125 Motorcycles	1975	Alleged defective frame	Recall #75-0127
A6-15	Sebring Vanguard Incorporated	CitiCars	April thru December 1974	Alleged failure of Master Cylinder Check Valve	Recall #75-0034
A6-16	Mack Trucks, Inc.	R, RD, RM, U, DM, DMM, F and B Models	ALL	Alleged failure of Dual Brake Treadle Valve-Air Supply Piping	Recall #75-0192
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick & Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 8, 1976

NHTSA -- 24-76 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today announced a proposal to permit the use of a two-lamp rectangular headlight system for passenger cars, multipurpose passenger vehicles, trucks and buses.

Since January 1974, four-lamp rectangular systems have been permitted under an amendment to Federal Motor Vehicle Safety Standard No. 108, written by the department's National Highway Traffic Safety Administration (NHTSA). Consumers have generally accepted the system, the federal safety agency said, and an on-road evaluation has indicated no problems of supply, mechanical aiming, or safety.

The proposed headlamp of the two-lamp system is a sealed beam construction with mechanical aiming capability, that provides the same advantages of the now optional rectangular four-lamp system, such as increased design freedom, improvement of downward angle of direct vision and reduction of vehicle frontal area covered by present headlight designs.

Interested parties are invited to submit comments on the proposal to: Docket Section, (Docket No. 75-8) National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D. C. 20590. The comment period closes on June 11, 1976.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
April 11, 1975

NHTSA-35-75(BMA)
Tel. 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has made an initial determination that a safety defect exists in the windshield wiper linkages on an estimated 185,000 Mercury Capri automobiles. The automobiles involved include all 1971 and 1972 Capris, and 1973 models built through November 1972. The vehicles are imported and sold by the Ford Motor Co.

NHTSA based its findings on a defect investigation into reports of sudden wiper linkage failures on Capri vehicles, which resulted in the wiper arm and blade being thrown free of the pivot assembly. The federal safety agency said that when such failures occur, driver vision may be impaired, posing an unacceptable risk of accident or personal injury to the driver or others nearby.

The Ford Motor Co. has been notified of this initial defect determination. Before a final determination is made, Ford will be given the opportunity to present data, views and arguments regarding this determination. A public meeting will be held for this purpose at 10:00 a.m. May 6, 1975 in room 5332, Department of Transportation Headquarters, 400 Seventh St., S.W., Washington, D.C. All interested persons are invited to attend.

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On the vehicles involved, the windshield wiper pivot shaft contains a number of serrations, or splines, which are designed to hold the wiper arm and blade onto the shaft. NHTSA said that the spring tension of the blade, combined with loosening of the splines, let the arm and blade fly free. The pivot then frequently dropped through the cowl panel to cause binding of the mechanism and failure of the remaining wiper.

In later models the pivot shaft is threaded and the wiper arm is held by a nut. These can be identified by a plastic cap installed over the nut on the wiper arm pivot.

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY
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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 14, 1975

NHTSA -- 37-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation, responding to a new law, moved today to protect children in school buses from the hazard of fire in the event of a crash.

The department's National Highway Traffic Safety Administration (NHTSA), proposed an amendment to Motor Vehicle Safety Standard No. 301, Fuel System Integrity, that would extend the standard's applicability to school buses with a gross vehicle weight rating over 10,000 pounds.

A section of the Motor Vehicle and Schoolbus Safety Amendments of 1974 orders the government to issue a safety standard that would establish minimum requirements for the fuel system integrity of school buses. Standard No. 301 currently contains requirements for school buses that weigh 10,000 pounds or less, which will become effective on Sept. 1, 1976. The proposal would include larger buses, which comprise approximately 90 per cent of the school bus population.

The NHTSA said that although available data indicate that school bus fires occur very infrequently, the potential for such fires exists. Fuel allowed to escape during a crash can ignite if contacted by sparks, thus exposing large groups of children to the danger of fire.

The NHTSA has determined that the fuel spillage rate specified in the current standard constitutes a reasonable maximum level of fuel escape during a crash. It is proposed, therefore, that school buses over 10,000 pounds be limited to the same fuel spillage of one ounce per minute during and after a 30 miles per hour crash at any point on the bus. The fuel spillage, under the proposal, would be measured for a period of 30 minutes following a barrier crash test.

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Because of the inherent difficulties involved in monitoring the escape of fuel from various parts of a vehicle, a 30-minute period appears necessary for the measurement of fuel spillage from all vehicles subject to the standard.

The notice of proposed rulemaking also suggests revisions in the loading requirements for testing of all vehicles under Standard No. 301.

Interested persons are invited to submit comments on the proposal, which would be effective April 1, 1976, in conformity with the terms of the new law. The comment closing period is May 15, 1975.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 21, 1975

NHTSA 36-75(GLW)
Tel. 202-426-0670

A new public service to speed identification and repair of automobiles, recalled by manufacturers because of safety-related defects, was announced today by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

NHTSA said its new service, through simultaneous publication in the Federal Register, is available immediately; but added that it applies only to motor vehicles which have been subject to recalls since Jan. 1974.

Dr. James B. Gregory, NHTSA Administrator, explained the new program as a central information service through which individuals, insurance companies and other interested organizations may run a speedy check of recalled vehicles which are still listed as "uncorrected" in the manufacturer's records. "It is unfortunate," Gregory said, "that we cannot go back and apply this computerized information service to every recall campaign on record. But the service applies, now, to every recall since Jan. 1, 1974, and will continue to apply to every recall campaign from that date, on."

The federal safety agency said it has established a computerized listing of vehicle identification numbers (VINs) supplied by all auto manufacturers, which will identify automobiles that have been recalled since Jan. 1974 but remain uncorrected in the manufacturers' records as of the ninth month in each recall campaign. NHTSA began to assemble the computer "bank" in August of 1974, following a new regulation requiring all manufacturers, foreign and domestic, to report the VINs of all uncorrected vehicles after the ninth month of every defect-recall campaign.

Since the reporting requirement applied to all recall campaigns taking place after Jan. 1, 1974, NHTSA's computerization of VIN's became an effective source of recall information for the public nine months later.

Dr. Gregory described the service as "limited in this beginning phase, but of greater and greater value to the public as manufacturers' VIN listings accumulate." Insurance firms will be able to check their customers' vehicles against the total "uncorrected" VIN list of each campaign. Individual owners will be able to verify quickly if they have purchased or are about to purchase a vehicle still in need of a defect-repair or correction.

A telephone or mail inquiry to NHTSA -- supplying the recall campaign number when a complete VIN listing is desired, or the VIN when a search of the manufacturer's listing is needed -- will in most cases bring a 24-hour response from NHTSA's VIN-retrieval information service.

Under federal regulations NHTSA may charge an at-cost fee for the service. However, single-vehicle requests will be handled on a no-charge basis. A list of charges for multi-vehicle listings and other services, will be provided as each inquiry is received. Inquiries by mail should be addressed to:

Office of Consumer Services (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Telephone inquiries should be made to: (202-426-0670).

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 22, 1976

NHTSA -- 26-76(GLW)
Tel. - 202-426-0670

Owners of recreational travel-trailers were urged today by the U. S. Department of Transportation to make special inspections of their trailer weights and trailer load distribution.

In a special advisory, the department's National Highway Traffic Safety Administration (NHTSA) warned that serious accidents can occur due to failure of travel-trailer suspension systems.

Failures can occur, the advisory noted, because of overloading; because of potentially poor road performance of both trailing and towing vehicles when overloaded conditions exist; or because the load in the trailer is not distributed properly.

The federal safety agency said a special advisory is needed because some travel trailer manufacturers--even those with models especially susceptible to overload--have failed to initiate any effort to alert owners to the overloading danger.

Several manufacturers, however, including Blazon Mobile Homes Corp., Coachman Industries and Shasta Industries, have begun instructional programs so that owners can recognize the overloading danger.

Today's advisory cited federal studies and surveys on recreational vehicle safety dating back to 1971. It cautions that many travel-trailer owner's manuals, particularly those pertaining to trailers several years old, do not provide adequate instructions to owners with respect to load distribution, tongue-weight, and the need for regular weight checks. Thus, for their own protection, owners must be made aware of overloading hazards, and must learn how to safely load their own recreational vehicles.

The federal advisory indicated that mamy owners incorrectly load their travel-trailers and place either too much or too little tongue-load on the rear axle of the towing vehicle.

NHTSA surveys indicate that 59 per cent of the trailers surveyed carried tire pressures below the recommended maximum, while, at the same time, 34 per cent were loaded beyond the rated capacity of the trailer suspension systems. Tongue-weight--recommended by most auto manufacturers to be approximately 10 per cent of the trailer weight---was found to exceed 15 per cent for one-third of the trailers surveyed, while the average was measured at 13 per cent.

Large single-axle trailers---those measuring 15 feet or more in length---are especially susceptible to overload, NHTSA said, because some manufacturers build several sizes of trailers on the same running gear. This leaves less load capability in the running gear for each extra pound of empty trailer weight added.

It is extremely important for owners to know their trailers' load-carrying limitation in order to avoid overloading. Owners should write to their manufacturers to obtain this information and, if they have difficulty, should write to the NHTSA for assistance.

The safety agency said it is continuing an investigation to identify all trailer makes and models which offer "very little or no" cargo capacity before exceeding the trailer's maximum suspension system load rating. Agency efforts have already resulted in eight recall campaigns in which trailer manufacturers have replaced tires, wheels, or axle components with higher capacity parts.

The NHTSA urges owners who have experienced suspension problems, or who require help in establishing suspension system rated capacities, to write to: National Highway Traffic Safety Administration, Office of Consumer Services, 400 7th Street, SW, Washington, D.C. 20590. Owners are also advised that the agency's Auto Safety Hotline telephone number is 800-424-0123, serving a 10-state, east coast region, toll-free to the caller.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
April 23, 1976

NHTSA -- 28-76 (HP)
Tel. 202-426-9550

Traffic fatalities around the nation declined more than 4 percent in March below the level of March 1975, the U. S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (March) is estimated at 3,179, a reduction of 152 from the 3,331 fatalities reported in March 1975.

It marked the seventh month in the last eight that the traffic fatality count was below the corresponding month of the previous year. The March 1976 figure was more than 25 percent below the death total for the same month in 1973, which the department's National Highway Traffic Safety Administration (NHTSA) uses as a base year for statistical comparison.

The totals are based on preliminary figures reported to the NHTSA by the 50 states and the District of Columbia.

Dr. James B. Gregory, the federal safety chief, said he was encouraged by the March figures. "We were concerned when the February figures showed a monthly increase for the first time in more than six months, even though we recognized the potential effect of an extra day. One thing is certain: We must continue our vigilance on the highway if we are going to carry the March advances into future months, when travel is at its heaviest."

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
April 27, 1976

NHTSA -- 27-76 (HP)
Tel. 202--426-9550

NATO COUNTRIES REPORT DRAMATIC PROGRESS IN HIGHWAY SAFETY

The majority of the North Atlantic Treaty Organization (NATO) countries, aided greatly by the imposition of reduced speed limits and positive governmental actions, are making dramatic progress in coping with their road and traffic safety problems.

These findings are contained in a report submitted today at the Spring Plenary meeting in Brussels, Belgium, of NATO's Committee on the Challenges of Modern Society (CCMS).

The report, an evaluation of the activities undertaken to follow-up on recommendations developed by the CCMS Road Safety Pilot Study, was prepared for CCMS by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

"The imposition of reduced speed limits in the United States and a number of other countries is probably the single most effective safety measure ever implemented. Although imposed to save fuel, this action saved lives and reduced accidents beyond expectations," the report said.

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Based on available statistics, NATO countries participating in the Road Safety Pilot Study achieved significant reductions in traffic fatalities in 1974, compared to 1973, the baseline year used for judging progress.

The Netherlands showed a 17.7 percent reduction (546 fewer fatalities) in 1974 as compared to 1973, followed by the United States, 16.0 percent (8,881 fewer); France, 12.3 percent (2,070 fewer); Italy, 10.5 percent (1,210 fewer); Federal Republic of Germany, 10.4 percent (1,701 fewer); Belgium, 9.8 percent (286 fewer); United Kingdom, 7.1 percent (523 fewer); and Canada, 6.0 percent (401 fewer). The total for these countries was 15,618 fewer fatalities in 1974 than in 1973.

The report noted that reduction percentages should not be compared among nations because of the great variation in all aspects of road, traffic mix, automobile, pedestrian and driver conditions, as well as fuel availability in different countries.

Preliminary estimates indicate that NATO countries have experienced both small increases and decreases in accidents and fatalities during 1975, as compared to 1974. Early data, however, clearly show that fatalities continue to be substantially less in 1975 than in 1973.

The report attributes a major portion of the reduction in accidents and fatalities during 1974 and 1975 to the energy crisis and the related reduction in speed limits, total travel and exposure.

NATO governments also adopted many other safety measures which contributed significantly to the reduction in accidents and fatalities, the evaluation noted. The enactment of safety belt laws, supported by extensive public education and publicity programs, was one of the most important of these actions. Others of significance included improved roads which materially reduced the danger from road hazards, and expanded education and enforcement in the problem area of alcohol and driving.

The four-year pilot study included seven projects, each led by a NATO nation. Each nation accepted responsibility for follow-up activities in their respective areas: Pedestrian Safety (Belgium); Alcohol and Highway Safety (Canada); Motor Vehicle Inspection (Federal Republic of Germany initially and later Belgium); Identification and Correction of Road Hazards (France); Emergency Medical Services (Italy); Accident Investigation (the Netherlands); and Experimental Safety Vehicles (United States). Although the United Kingdom did not lead a project, it was an active participant in most aspects of the study and follow-up.

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The extensive effort and momentum of the pilot study and follow-up has been effectively transferred to ongoing international programs and organizations involving NATO and non-NATO nations. These include the European Conference of Ministers of Transport (ECMT) Road Safety Committee, the Organization for Economic Cooperation (OECD), Comite International de l'Inspection Technique Automobile (C.I.T.A.) and the U. S. Research Safety Vehicle (RSV) Program.

The report concludes that CCMS nations are "cooperating effectively on an international basis in seeking viable solutions to the mutual problems engendered by our motor vehicles, highways and drivers."

Deputy U. S. Secretary of Transportation John W. Barnum stated that this CCMS Pilot Study has significantly furthered the international exchange of information regarding advanced practices and techniques to save the lives of highway users. "As a result of the CCMS program," Barnum said, "the results and statistics of successful road safety programs are quickly communicated to other nations for evaluation and adoption in national road safety programs. It is a signal achievement of this CCMS effort that progress in making our roads and vehicles safer is no longer limited by national boundaries."

Copies of the report, entitled "United States Evaluation Report on CCMS Road Safety Pilot Study Follow-up," will be available in June and may be obtained from NATO, 1110 Bruxelles, Brussels, Belgium, and the National Highway Traffic Safety Administration (N47-01), 400 7th Street, SW, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE THURSDAY
April 29, 1976

NHTSA -- 29-76 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation has scheduled a public meeting in Washington, D. C., May 26 to gather information on the performance of motor vehicle catalytic converters from a safety standpoint.

Both the department's National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) see a possible link between motor vehicle fires and overheating converters, particularly in situations where certain vehicle systems are operating improperly.

Most automobiles manufactured during model years 1975 and 1976 are equipped with catalytic converters, which are designed to reduce harmful exhaust pollutants in accordance with EPA emission control regulations. The converters speed up the combustion of carbon monoxide and hydrocarbons, thereby burning up potentially harmful pollutants.

When the NHTSA began receiving letters from car owners describing incidents where converters significantly overheated and in some instances caused fires, the safety agency determined that a full review was needed.

Dr. James B. Gregory, the federal auto safety chief, said consumer letters have been examined and placed in an appropriate docket. Auto manufacturers have been asked to provide information on the number of vehicle owners that have reported converter overheat problems.

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"In order to assure that full and complete data is gathered on the subject, the NHTSA has decided that a public meeting should be held," Dr. Gregory said. "Such a meeting will provide a forum for all interested persons to present information and views on the susceptibility of catalytic converters to significant overheating problems and possible fires. We also want to examine the need for possible rulemaking or other action."

Interested persons are invited to attend the meeting and make oral or written presentations. Persons who want to make a formal presentation should contact Robert Hellmuth at (202) 426-2840 before May 14. The meeting will be held in Room 2230 of the Nassif Bldg., 400 Seventh St., SW, Washington, D. C., from 9:30 a.m. to 5 p.m.

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE THURSDAY
May 6, 1976

NHTSA -- 30-76 (LLO)
Tel. 202-426-9550

The sixth annual publication of comparative performance information for 1976 passenger cars and motorcycles was announced today by the U. S. Department of Transportation.

The consumer aid series is prepared by the department's National Highway Traffic Safety Administration (NHTSA) each year to aid prospective buyers in comparing certain safety performance features among the models they may wish to buy. The three-booklet series ranks most current models from best to worst in three categories--"Acceleration and Passing Ability," "Brakes," and Tire Reserve Load."

Information used in compiling the data is furnished by domestic and foreign manufacturers. The information is required by law, and must not only be available for the consumer's examination, but must be given to him free of charge upon request from the dealer. The performance data is also supplied as part of the owner's permanent information package when he buys the vehicle.

Acceleration and passing ability is characterized by the time in seconds and the distance in feet required to pass a 55 foot long truck which is traveling 50 miles per hour.

Braking performance information is based on the distance in feet required to bring the vehicle to a full stop from a speed of 60 miles per hour. Best and worst performance involving 1976 car models range from 159 to 250 feet, and for motorcycles range from 121 to 183 feet.

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Tire reserve load is a measurement of the safe carrying capacity of a vehicle's tires beyond the full passenger loading. Figures are given as a percentage of the fully loaded vehicle's weight. The 1976 ranking in tire reserve loads range from a best performance of 25 percent to zero.

All three publications are available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. The volume, "Acceleration and Passing Ability" is priced at $1.65 per copy. The volumes covering "Brakes" and "Tire Reserve Load" are priced at 95¢ and $1.80, respectively.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE MONDAY
May 10, 1976

NHTSA -- 31-76(BMA)
Tel. - 202-426-0670

The publication of two new booklets, "Common Sense in Buying a Safe Used Car," and "How to Deal with Motor Vehicle Emergencies," was announced today by the U. S. Department of Transportation.

These booklets, available without charge to the motoring public, were prepared by the department's National Highway Traffic Safety Administration (NHTSA).

Dr. James B. Gregory, the NHTSA administrator, said "the new booklets are part of the safety agency's continuing program to provide consumers with information that will help them operate and maintain their vehicles safely and to deal with the various types of emergency situations that confront many drivers."

The safety chief noted that the used car booklet does not provide specific advice on where to buy or what to buy, but stresses considerations having an impact on safety. It includes tips on inspecting the car, how to avoid being victimized by odometer tampering, and how to minimize problems when purchasing a used vehicle.

The vehicle emergencies booklet describes some of the most common emergency situations that drivers encounter on the highway and how they can be handled.

The general public may obtain single copies of each of these publications, without charge, by writing to the General Services Division/Distribution, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 12, 1975

NHTSA -- 44-75 (IHC)
Tel. 202-426-0670

"MOTOR VEHICLE Safety Defect Recall Campaigns"

Domestic and foreign manufacturers recalled approximately 2.8 million motor vehicles in 1974, the U. S. Department of Transportation announced today in releasing its annual report of motor vehicle defect campaigns.

In a total of 247 campaigns, some 2,345,469 domestic vehicles and 531,745 foreign vehicles were recalled. The number of vehicles recalled was more than 4 million below the 1973 total. Safety defect and standards enforcement investigations conducted by the department's National Highway Traffic Safety Administration (NHTSA) directly influenced 48 of the recall campaigns which involved more than 206,000 vehicles.

The report also lists the recall of more than 1.7 million items of motor vehicle equipment, such as tires, jacks and child seats.

The 1974 total brought to 46.7 million the number of vehicles recalled since September 1966, when the National Traffic and Motor Vehicle Safety Act was enacted. Under this Act, vehicle manufacturers must notify owners of any safety-related defect found in their vehicles. Late in 1974, the Act was amended to require the vehicle manufacturer to correct these defects at no cost to the owner. The requirement applies to defects discovered by the manufacturers in their products, as well as to defects identified through investigations by the NHTSA.

Federal officials emphasize that recall totals are always substantially higher than the total number of vehicles which actually contain defects. When a safety-related defect is discovered to exist in a production "run" the entire "run" may have to be recalled in order to inspect and identify the portion which actually carries the defect.

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The report, entitled "Motor Vehicle Safety Defect Recall Campaigns," and covering the period from Jan. 1, 1974 to Dec. 31, 1974, may be purchased for $1.65 from the U. S. Government Printing Office, Washington, D. C. 20402. It contains detailed information on each recall campaign, the models involved, a short description of the defect, and the manufacturers' corrective action.

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DEPARTMENT OF TRANSPORTATION | NEWS

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WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 14, 1976

NHTSA — 32-76(BMA)
Tel. - 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a new investigatory cases report today listing all investigations opened, suspended, or terminated during the month of February 1976. The report also included a complete listing of all NHTSA investigations, surveys, and audits in progress as of Feb. 29.

The report lists 71 active investigations in progress and two that have been suspended. Active investigations include one new defect investigation begun during the period, one investigation in which an initial or final defect determination has been made, and five investigations in which NHTSA findings have been disputed by manufacturers and are now in litigation.

The federal safety agency report also lists 34 surveys and audits in progress and the termination of one recall campaign audit.

NHTSA's newly-opened investigation, Case C6-19, concerns the alleged failure of the suspension system and drive chain on the 1974 Tri-Sport, three-wheel, street legal vehicle manufactured by Alsport, Inc.. This vehicle is, in effect, a three-wheel motorcycle with one wheel forward and two in the rear. The investigation stems from a number of owner reports alleging wheel separations, control arm failures, and chain failures. Included are two reports of collisions and a report of an accident resulting in personal injury.

NHTSA's investigative report series provides motorists with a regular warning of safety-related problems in motor vehicles. By including a list of newly terminated cases and the agency's conclusions, NHTSA findings are brought to the attention of both motorists and the manufacturers involved.

Interested persons, including those with information bearing on current investigations, are invited to write to: The Office of Consumer Services, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, D. C. 20590. Please indicate in such reports the make, model, year, and serial number (VIN) of the vehicle and all pertinent facts relating to the failure.

PLEASE NOTE:

These investigatory reports are furnished to the Consumer Product Information Center, Pueblo, Colo. for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "susbcription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile defects, request vehicle recall information, or request information on programs and activities of the National Highway Traffic Safety Administration--who live in Maryland, Delaware, Virginia, West Virginia, North Carolina, Pennsylvania, New Jersey, Connecticut, New York City, Long Island, Buffalo; or who are included in the telephone code areas of 513 and 614 in the State of Ohio--may wish to use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is 800-424-0123
Washington, D.C. residents may call 426-0123
Other areas -- reg. toll charge -- 202-426-0123

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Reporting Period: February 29, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

Case Number:	C6-19
Manufacturer:	Alsport, Incorporated
Make:	Tri-Sport
Model:	SL Series
Year(s):	1974
Possible Problems:	Alleged failure of suspension system and drive chain.

SUBJECT: Alleged Failure of Suspension System and Drive Chain on 1974 Tri-Sport, Three-Wheel, Street Legal Vehicles Manufactured by Alsport, Incorporated.
ODI Case No. C6-19

BASIS FOR INVESTIGATION:

This case was opened on February 10, 1976, based on eight owner reports which alleged eight wheel separations, six control arm failures, two collision accidents and one injury accident.

Investigation was initiated to determine whether the alleged problems are potentially safety-related defects within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION:

A. Suspension System - The suspension system consists of the tires, wheels, axles and control arms which affect the controllability of the vehicle.

B. Drive Chain - The drive chain controls the transfer of power from the engine to the rear wheels.

ANALYSIS OF THE ALLEGED PROBLEM:

Failure Mode:

A. Suspension System - The wheels may separate from the axles at the weld joint. The control arms may separate from the frame or axles.

B. Drive Chain - The drive chain may separate from the sprockets. This may result in such secondary effects as severance of the brake or fuel lines.

Failure Symptom: There are no known failure symptoms.

Potential Safety-Related Concern: Whether the failure of the suspension system and/or drive chain occurs, and, if so, whether it causes accident, injury, property damage, or other safety-related defect problems.

RECALL CAMPAIGN AUDITS
TERMINATED THIS REPORTING PERIOD

Case Number:	A5-22
Manufacturer:	Volkswagen of America
Make:	Volkswagen
Model:	Audi 100
Year(s):	1973
Possible Problems:	Failure of Electric Motor for Fan. Recall Number 73-0229
Conclusions:	In view of the actions being taken by the manufacturer, this recall campaign audit has been discontinued.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:

Case Number:	C3-02
Manufacturer:	Honda
Make:	Honda
Model:	CB 750, CB 500 and CB 450 (K3 & K4)
Year(s):	All
Possible Problems:	Gas Tank Filler Cap Becomes Dislodged Allowing Gas to be Ignited.
Status:	Suspended November 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C4-60
Manufacturer:	Renault
Make:	Sports Coupe
Model:	Model 17
Year(s):	1971-1973
Possible Problems:	Alleged Fuel Leakage from Pressurized System Onto Engine Exterior.
Status:	Suspended June 24, 1975, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: February 29, 1976

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels, and Tires	Overloading of Suspension
212	Ford	Ford, Full-Size; Lincoln; Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
266	Ford	Full-Size	1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 Single Piece Wheel	Bead Seat Failure

HS Form 338 (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Month Ending: February 29, 1976

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single Piece Wheel	Inner Bead Seat Failure
C2-53	Ford	All	1967-1971	Brake Master Cylinder	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1966	Heater	Engine Fume Intrusion Into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering Wheel	Breakage at Hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Lockup Due to Foreign Objects
C3-28	International Harvester	Scout 800A & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion By Seat Latch
C3-34	General Motors	All Light Duty Pickup Trucks	1966-1971	Rear Axle Control Arm	Cracking and Splitting at Welds
C3-35	International Harvester	Travelall 1110 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement With Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt Cab Pivot Lock Plate	Plate Breakage

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-07	Ford	Full-Size	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700S and 1800 Loadstar Chassis	Various	Rear Axle U-Bolt	Low Torque
C4-09	Chrysler	Plymouth Valiant and Dodge Dart ("A" Body)	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup Under Normal Brake Operation
C4-10	Winnebago	D24 Motor Home	1970-1971	Front Tires, Wheels Springs and Axles	Suspension Ratings are Possibly Exceeded by Unloaded Weights of Vehicle Front Ends with Standard or Optional Equipment, Plus Normal Occupant and Luggage Loads
C4-11	Action Industries	25-Foot Swinger Motor Home	1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-13	Boise Cascade	Lifetime Premier 23-Foot-Motor Home	1969-1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor Home	1979	Front Tires, Wheels Springs and Axles	See C4-10
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	GMC and Chevrolet Pickup Truck	1971-1972	Steering Tie Rod End	Separation of Ball From Socket
C4-18	Ford	Fairlane and Ranchero	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
		Mercury Montego	1965-1969		
		Ford Falcon	1965-1970		
		Mercury Comet	1969-1970		
C4-19	RV Industries	Landau 25-Foot Motor Home	1970	Front Tires, Wheels Springs and Axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood Latch	Failure of Secondary Latch
C4-22	Ford	Pinto	1972-1973	Assembly Aid Tab on Rear Wheel Well	Tab May Contact and Cut Tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Binding Spool Valve
C4-27	Champion Home Builders	Concord 28-Foot Motor Home	1973	Gas Tank	Location and Installation of Gas Tank May Cause Overloading
C4-28	Ford	Pinto	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle In Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 & 1200	1969-1971	Plastic Connector and Filler Hose	Leakage Allows Fuel or Fumes to Enter Passenger Compartment
C4-35	Nissan	Datsun 510	1968-1971	Front Suspension Transverse Link	Breakage Due to Improper Shipping May Allow Loss of Control
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Engine Flooding Caused by Loss of Float Buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevrolet Chevelle V8 Engine	1965-1969	Engine Mount	Secondary Effect from Shearing of Engine Mounts
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4, 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motor Home	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C5-03	International Harvester	Travelall	1974	Battery Cable	Rubbing or Chafing Causes Spark or Short
C5-04	Ceat S.p.A.	Mercurio 10.00x20/22 14-ply (Load Range G) Steel Belted Radial	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac (all V8 Equipped Engines)	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: ~~February 29, 1976~~

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failure	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards Which Could Result in Loss of Vehicle Control
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer	Alleged Underside Scorching of the Rear Seat from Exhaust System Heat
C5-32	Fruhling Products, Incorporated	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap may be Prone to Opening While in Use
C6-01	Aluminum Company of America (Alcoa)/ Kelly Springfield Tires	Aluminum Wheel Rims/ Kelly Springfield Tires 11-22.5 and 11-24.5	All	Wheel Rim	Alleged Tire Bead Chafing
C6-19	Alsport, Inc.	Tri-Sport SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis, Drive Train and Brake

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetors	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75) IN LITIGATION	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC, and Ford (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vacuum Check Valve	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-02	HONDA INVESTIGATION SUSPENDED 11-30-74	CB 750, CB 500 and CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75) IN LITIGATION	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft; Motor Fails Due to Underpower
C4-60	Renault (SUSPENDED 6-24-75)	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injector	See C4-58

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Replaced Parts that may contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels and Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stand and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Tires, Springs & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Co.	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A2-58	General Motors	Chevrolet	1965-1970	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	LX1000 & LXCH1000	1973	Frame	Recall #73-0215

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: February 29, 1976

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-63	General Motors	Chevrolet, Pontiac, Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-13	American Motors	Jeeps with Power Brakes	1974	Power Brake Booster	Recall #74-0040
A5-14	Ford	Ford, Torino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR 78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird, Montego, Cougar Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A5-16	BMW	2002, 2002A and 200 Tii	1974	Inertia Reel Seat Belt	Recall #74-0019
A5-17	Volkswagen	Type I Beetle and Super Beetle	1973	Seat Belt Mounting Retractor Bracket	Recall #73-0133
A5-23	Mack Trucks,Inc.	DM, F, MB, R, U, FL, FS, RL and RS	March 1971 thru June 1973	SW56 and SW57 Bogie Housing	Recall #74-0032
A5-30	DeGiorgio Corp.	Mini Motor Homes	1974	Tailpipe	Recall #73-0119

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac (all except Eldorado)	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus Forward Control	1974	Tubing and Fittings To Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TPC Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007
A6-08	Chrysler	Dodge Trucks D & S 6, 7 and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151
A6-10	Fiat	Fiat X1/9	1974-1975	Accelerator Cable Malfunction	Recall #75-0173
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply lines/valves to avoid frame contact and subsequent damage	Recall #75-0191

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: February 29, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-12	Nissan Motors Corporation	Datsun PL-510	1971	Alleged Gasoline Leak	Recall #75-0181
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-14	Harley Davidson	SXT-125 Motorcycles	1975	Alleged defective frame	Recall #75-0127
A6-15	Sebring Vanguard Incorporated	CitiCars	April thru December 1974	Alleged failure of Master Cylinder Check Valve	Recall #75-0034
A6-16	Mack Trucks, Inc.	R, RD, RM, U, DM, DMM, F, and B Models	All	Alleged failure of Dual Brake Treadle Valve-Air Supply Piping	Recall #75-0119
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick & Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 20, 1976

NHTSA -- 35-76 (HP)
Tel. 202-426-9550

A district court has ordered General Motors Corp. to pay a $100,000 civil penalty to the United States for defying the federal government order that led to the long-standing Kelsey-Hayes wheel case.

The U. S. District Court for the District of Columbia imposed the penalty against GM on May 17 and also upheld the constitutionality of the civil penalty provisions of the National Traffic and Motor Vehicle Safety Act of 1966, as amended in 1970. The company had challenged the legality of those provisions.

The case was initiated in late 1970 by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The safety agency determined that the 15 x 5.50 Kelsey-Hayes three-piece disc wheels installed on approximately 200,000 3/4 ton 1960-65 model year Chevrolet and GMC trucks contained a safety-related defect.

The NHTSA said an investigation showed that the wheels in question were subject to failure without warning by fracturing and breaking while the truck was in motion.

On Nov. 4, 1970, the NHTSA administrator determined that the wheel failures constituted an unreasonable risk of accident, injury or death, and he ordered General Motors to issue defect notifications to the owners of the trucks. GM refused to issue the notifications, and lengthy litigation followed.

In November 1975, the federal government and GM settled the case with the company agreeing to recall and replace, free of charge, the wheels in question. Under terms of the settlement, the case continued on the government's claim for a civil penalty.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 20, 1976

NHTSA - 36-76 (HP)
Tel. 202-426-9550

Because of a lack of interest, the U. S. Department of Transportation today postponed indefinitely a public meeting designed to gather information on the performance of motor vehicle catalytic converters from a safety standpoint.

The department's National Highway Traffic Safety Administration (NHTSA) had announced last month that it would conduct the public meeting in Washington, D. C. on May 26.

The purpose of the meeting was to provide a forum for all interested persons to present information and views on the susceptibility of catalytic converters to significantly overheat and in some instances cause fires, and the possible need for rulemaking, or other action. Most automobiles manufactured during model years 1975 and 1976 are equipped with catalytic converters.

The NHTSA and the Environmental Protection Agency had indicated a possible link between motor vehicle fires and overheating converters, particularly in situations when certain vehicle systems are not operating properly.

Only General Motors and Ford have requested time for making formal presentations at the meeting but their presentations would not differ from the information those manufacturers have already placed in the public docket.

The safety agency said the public docket will remain open and continue to receive submissions on the subject, and if further interest in a public meeting develops, the agency will take steps to reschedule such a meeting.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 21, 1976

NHTSA - 37-76 (HP)
Tel. 202-426-9550

The nation's traffic fatalities climbed more than 6 percent in April over the level of April 1975, the U. S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (April) is estimated at 3,601, a boost of 207 over the 3,394 fatalities reported in April 1975.

The April 1976 figure, however, was more than 18 percent below the death total for the same month in 1973, which the department's National Highway Traffic Safety Administration (NHTSA) uses as a base year for statistical comparison.

The totals are based on preliminary figures reported to the NHTSA by the 50 states and the District of Columbia. It marked only the second time in the last nine months that the traffic fatality count was above the corresponding month of the previous year.

Dr. James B. Gregory, the federal safety chief, said he was concerned with the figures reported for April. "We know there will be more drivers and more cars on the highway during the summer season just ahead. With the Memorial Day weekend close at hand, it is necessary that we all redouble our efforts to observe traffic safety rules, or the fatality toll in this country will climb even higher," Gregory said.

The administrator urged all motorists to observe the 55 mile per hour speed limit, to use the safety belts now available in almost all cars on the road and to guard against alcohol abuse.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 24, 1976

NHTSA -- 33-76(GLW)
Tel. - 202-426-0670

The U.S. Department of Transportation warned all motorists and motor vehicle inspection personnel today that careful, frequent maintenance of vehicle exhaust systems is necessary in order to avoid a variety of costly and dangerous problems.

The department's National Highway Traffic Safety Administration (NHTSA) said it has received a number of owner reports recently which underscore the need for detecting and promptly repairing all ruptures or leaks in vehicle exhaust systems.

NHTSA cited the case of an owner who suffered repeated failures of his taillight equipment, each time suffering electrical system failures or dangerous night-driving blackouts. After costly repairs and several dangerous incidents on the highway it was discovered that a defective exhaust tailpipe was at fault, allowing hot exhaust to melt away electrical insulation as well as plastic portions of the taillight assembly.

The safety agency said many modern vehicles utilize synthetic and plastic materials which have poor resistance to the high temperatures of exhaust gases. A lack of proper maintenance of the exhaust system could pose the risk of damage to vehicle parts which are exposed or close to exhaust leakages.

The NHTSA also cited the case of an owner who became alarmed at the strong odor of gasoline given off during an extended motor trip in his late model station wagon. He discovered a stream of pressurized gasoline being vented from his fuel tank and, when the filler cap was removed, a large quantity of fuel was blown out of the filler neck.

- more -

At fault in this obvious hazard was a broken tailpipe section which allowed hot exhaust gases to heat the fuel tank and its contents. The expansion which resulted caused a continual leakage of fuel, forced from the tank under pressure.

Any opening in the vehicle underbody, fire wall or body seals, together with any exhaust system fault allowing fumes to accumulate under the vehicle, may be a lethal combination for driver and passengers of the vehicle.

For this reason, NHTSA said, the entire exhaust system should be regularly and frequently checked for leakage and/or loose connections. It is equally important that the tailpipe section be long enough and in good repair to assure that exhaust gases will be discharged well out from under the vehicle.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 26, 1976

NHTSA — 38-76(IHC)
Tel. - 202-426-0670

Domestic and foreign manufacturers recalled more than 1.8 million motor vehicles in 1975, the U. S. Department of Transportation announced today, in releasing its annual report of motor vehicle defect campaigns.

In a total of 217 campaigns, 1,529,616 domestic vehicles and 280,136 foreign vehicles were recalled. The number of vehicles recalled was approximately one million below the 1974 total. Safety defect and standards enforcement investigations conducted by the department's National Highway Traffic Safety Administration (NHTSA) directly influenced 19 of the recall campaigns, which involved more than 464,000 vehicles.

The report also lists the recall of more than 135,000 items of motor vehicle equipment, such as tires, jacks and child seats.

The 1975 total brought to 48.5 million the number of vehicles recalled since September 1966, when the National Traffic and Motor Vehicle Safety Act was enacted. Under this Act, vehicle manufacturers must notify owners of any safety-related defect found in their vehicles. Late in 1974, the Act was amended to require the vehicle manufacturer to correct these defects at no cost to the owner. The requirement applies to defects discovered by the manufacturers in their products, as well as to defects identified through investigations by the NHTSA.

Federal officials emphasize that recall totals are always substantially higher than the total number of vehicles which actually contain defects. When a safety-related defect is discovered to exist in a production "run" all of these vehicles have to be recalled in order to inspect and identify those which actually contain the defect.

The report, entitled "Motor Vehicle Safety Defect Recall Campaigns," and covering the period from Jan. 1, 1975 to Dec. 31, 1975, may be purchased for $2.10 from the U. S. Government Printing Office, Washington, D. C. 20402. It contains information on each recall campaign, the models involved, a short description of the defect, and the manufacturers' corrective action.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE TUESDAY
June 8, 1976

NHTSA -- 39-76 (HP)
Tel. 202-426-9550

In a move to encourage wider public participation, the U. S. Department of Transportation announced today it has scheduled day and evening public meetings in five more cities on a proposal to revise 15 highway safety program standards.

Last January, the department's National Highway Traffic Safety Administration (NHTSA) issued an advance notice of proposed rulemaking calling for information from all highway safety organizations, private citizens, universities, and other groups on the pertinence, applicability, and scope of the present highway safety standards.

The standards being considered for revision deal with periodic motor vehicle inspection, motor vehicle registration, motorcycle safety, driver education, driver licensing, traffic codes and laws, traffic courts, alcohol in relation to highway safety, traffic records, emergency medical services, pedestrian safety, police traffic services, debris hazard control and cleanup, pupil transportation, and accident investigation and reporting.

Last month, the NHTSA announced public meetings to be held in Washington, D. C. on June 15; San Francisco, June 22; Denver, June 24; Atlanta, June 29; and Kansas City, Mo., July 1.

Additional public meetings are now scheduled at the following locations:

June 30 -- New York City -- Americana Hotel, 52nd Street and 7th Avenue

- more -

July 7 -- Seattle -- New Federal Building, 4th Floor South Auditorium, 915 Second Avenue

July 7 -- Cambridge, Mass. -- Transportation Systems Center Auditorium, 55 Broadway

July 9 -- Chicago -- Ramada O'Hare Inn, 6600 N. Mannheim, Des Plaines, Ill.

July 19 -- Fort Worth -- Hilton Inn, Interstate 20 and Commerce

In addition to sessions of 9 a.m. to 12 noon and 1:30 p.m. to 4:00 p.m., each of the new meetings -- and the previously scheduled meetings -- will include an evening session from 6 p.m. to 10 p.m. to promote attendance by those whose working hours would not permit attendance at the daytime sessions.

The revision process is designed to eliminate certain inconsistencies and duplication, to incorporate new techniques and countermeasures that have been developed through research, to increase the performance orientation and pertinence of the standards to crash reduction, and to improve NHTSA's ability to evaluate the effectiveness of the standards.

Persons who wish to speak at the public meetings are encouraged to register in advance by writing to the Docket Section 76-2, NHTSA, Room 5108, 400 Seventh St. SW, Washington, D. C. 20590. This request should include the name and address of the individual, and specify the date and city of the public meeting. However, prior registration is not a requirement and all interested parties are invited to attend the meeting most convenient to them.

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DEPARTMENT OF TRANSPORTATION

NEWS

TAD-492

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE THURSDAY
June 17, 1976

NHTSA -- 43-76(BMA)
Tel. 202-426-0670

Motorcycle owners who have experienced problems with the gas tank filler caps on their cycles are requested to report such problems to the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

The NHTSA is particularly interested in reports of gasoline leakage or fires due to dislodgement of gas tank filler caps. However, any other problems involving the gas tank and its filler cap, which may affect the safe operation of the cycle or the safety of its occupants, should also be reported.

In a special public advisory issued today, the federal safety agency said it is reactivating its investigation of the gas tank filler caps on Honda motorcycle models CB 350, 450, 500, and 750. This investigation, which had been suspended for some time, has been reactivated because of a number of recent reports indicating that dislodgement of the gas tank filler cap may result in fuel leakage and the possibility of the gas being ignited.

In announcing the new investigation, Dr. James B. Gregory, NHTSA Administrator, said "reports from motorcyclists who have experienced such problems are needed to support this investigation." He also expressed concern that owners of other makes and models may experience similar problems, and stressed the safety agency's need to obtain such information in order to carry out its mission of assuring vehicle safety.

Motorcycle owners who have experienced gasoline leakage or fires due to dislodgement of their gas tank filler caps, or who have encountered other problems associated with the gas tank or filler cap (e.g., extreme difficulty in tightening or removal of the filler cap or personal injuries or accidents due to the design and location of the cap) are requested to report the details of the incident.

Reports should indicate the make/model/year of the cycle; the type of problem encountered; whether gasoline leakage was involved and, if so, whether a fire resulted; and whether the problem resulted in an accident involving personal injury or property damage. Such reports should be mailed to:

Office of Consumer Services, N40-41
National Highway Traffic Safety Administration
400 Seventh St., SW
Washington, D. C. 20590

Consumers who live in Maryland, Delaware, Virginia, West Virginia, North Carolina, Pennsylvania, New Jersey, Connecticut, New York City, Long Island and Buffalo or those in the telephone code ares of 513 and 614 in the state of Ohio, may wish to use the NHTSA Auto Safety Hotline direct to the Washington Headquarters office. This toll free number is 800-424-0123. Washington, D. C. residents may call 426-0123.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE FRIDAY
June 18, 1976

NHTSA — 42-76(BMA)
Tel. - 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Consumer Protection Bulletin today warning owners of 1974 Tri-Sport, three-wheeled motorcycles that their vehicles may be subject to wheel separations, chain failures, and control arm separations.

NHTSA administrator, Dr. James B. Gregory, said his agency issued the warning to advise owners that wheel and control arm separations and chain failures, causing severed brake and gas lines, may occur on these vehicles.

Gregory added that the NHTSA has received reports from vehicle owners and dealers describing such failures and reporting accidents which resulted in property damage or injuries.

The federal safety agency urges all owners of these vehicles to immediately return them to their dealers for inspection and corrective action. The vehicles are manufactured by Alsport, Inc.

Vehicle owners who have experienced these problems are also requested to report the circumstances to the U.S. Department of Transportation. Persons wishing to provide such reports should include the model of the vehicle; the identity of the component that failed; whether failure resulted in an accident and whether such an accident resulted in personal injury or property damage; and a description of the symptoms, if any, which may have indicated the existence of a potential problem before actual failure occurred. Such reports are vital to public safety and to the government's ongoing investigation of this problem and should be submitted in writing to:

Office of Consumer Services, N40-41
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, SW
Washington, D. C. 20590

SPECIAL
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting owners of certain Tri-Sport, three-wheeled, street-legal motorcycles of the possibility of wheel separations, control arm separations, and chain failures in their vehicles. Wheel and control arm separations can result in loss of vehicle controllability. Chain failures can result in severed brake and gas lines.

Tri-Sport motorcycles potentially involved are:

MAKE	MODELS	MANUFACTURER	YEAR
Tri-Sport	SL-414 SL-416 SL-290 SL-340	Alsport Inc.	1974

BACKGROUND:

Alsport, Inc., 84 Whittlesey, Norwalk, Ohio, 44857, manufactures a line of Tri-Sport three-wheeled, rubber tired motorcycles for off-road use. In 1974, Alsport converted several of their stock off-road models to "Street Legal" Tri-Sport motorcycles by the addition of an engine cowling, fenders, a rear light kit and other accessories. No changes were made to the engine, frame or suspension. Subsequently, when used on the public highways, at higher speeds than experienced off-road, failures of frame and suspension components occurred. Alsport issued a series of service bulletins describing the availability of stronger parts and certain modifications to increase the durability of these motorcycles. In August 1974, Alsport discontinued production of these "Street Legal" motorcycles and is currently repurchasing motorcycles from dealers and converting them for resale as off-road vehicles. Approximately 800 of the 2,760 "Street Legal" Tri-Sports sold have been bought back from dealers. In addition, an Alsport letter dated July 25, 1974, advised original registered owners to have certain engineering improvements made.

The National Highway Traffic Safety Administration (NHTSA) opened an investigation of these motorcycles based on owner complaints involving eight wheel separations, six control arm separations and two chain failures, some of which resulted in collision and accident injury.

INTERPRETATION:

The NHTSA believes that the possibility for wheel and control arm separation and chain failures may represent a potential safety hazard to operators of these vehicles, and to other motorists and pedestrians. Wheel and control arm separations could cause the operator to lose control of the vehicle, resulting in an accident. Chain failure, in addition to eliminating motive power for the vehicle, can result in severance of brake lines, therby eliminating stopping capability, and severance of the fuel line resulting in fire potential.

CONSUMER REQUEST:

Owners of vehicles listed above are urged to contact their dealers to seek immediate inspection of their vehicles and correction of potential problems.

Owners who have experienced wheel separations, control arm separations, or chain failures in their Tri-Sport motorcycles are urged to provide a full description of the event to the U.S. Department of Transportation. Persons wishing to provide such reports should include the model of the vehicle; an identification of the component that failed; whether the failure resulted in an accident and whether such an accident resulted in personal injury or property damage; and whether there were any symptoms that may have indicated the existence of a potential problem before actual failure occurred.

This information is vital to public safety and to the ongoing investigation of this matter. Such reports should be submitted in writing to:

Office of Consumer Services, N40-41
National Highway Traffic Safety Administration
U.S. Department of Transportation
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Washington, D. C. 20590

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
June 18, 1976

NHTSA -- 40-76(BMA)
Tel. - 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a new defect investigatory cases report today, listing all investigations opened, suspended and terminated during March 1976, together with summaries of all investigations in progress as of March 31.

The report lists 72 active investigations, including six in which an initial or final defect determination has been made. Five of the investigations in which a final defect determination has been made are being contested by manufacturers and are currently in litigation. Today's report also lists 31 surveys and recall campaign audits and two investigations that have been suspended. During this period, one new investigation and two recall campaign audits were opened, while one investigation and six recall campaign audits were terminated.

NHTSA's newly-opened investigation, Case C6-22, is based on an allegation that power steering gear box seals and steering tie rod ends on 1975 Pacers, manufactured by the American Motors Corp., may fail. This investigation was based on owner complaints of tie rod failures prior to and subsequent to power steering gear box oil leakage repairs. Allegedly, the tie rods may either break or separate from the rack and pinion gear box, resulting in loss of steering control.

NHTSA's regular report series is issued to provide motorists, as well as the manufacturing industry, with a complete account of federal defect investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U. S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, D. C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or in the public file for suspended cases, may do so in technical reference room 5108, of the NHTSA at the above address.

PLEASE NOTE:

These reports are furnished to the Consumer Product Information Center, Pueblo, Colo. for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "subscription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile defects, request vehicle recall information or obtain information on activities of the National Highway Traffic Safety Administration--who live in Maryland, Delaware, Virginia, W. Virginia, N. Carolina, Pennsylvania, New Jersey, Connecticut, New York City, Long Island, Buffalo; or who are included in the telephone code areas of 513 and 614 in the State of Ohio--may wish to use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is 800-424-0123
Washington, D.C. residents may call 426-0123
Other areas -- reg. toll charge -- 202-426-0123

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Reporting Period: March 31, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES
OPENED THIS REPORTING PERIOD

Case Number:	C6-22
Manufacturer:	American Motors Corporation
Make:	American Motors
Model:	Pacer
Year(s):	1975
Possible Problems:	Alleged failure of power steering gear seals and steering tie rods.

SUBJECT: Alleged Failures of Power Steering Gear Box Seals and Steering Tie Rods on 1975 Pacers Manufactured by the American Motors Corporation
ODI Case No. C6-22

BASIS FOR INVESTIGATION:

This case was opened on March 19, 1976, based on owner complaints of tie rod failures prior to and subsequent to power steering gear box oil leakage repairs. Investigation was initiated to determine whether the alleged failures represent a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION:

The 1975 Pacer is equipped with a rack and pinion steering unit. This unit, which is mounted transversely to the vehicle frame between the front wheels, has a short tie rod at each end which connects to its respective steering knuckle. Steering wheel motion turns the pinion which, in turn, moves the rack inside the steering gear box laterally to the left or right. The rack transmits steering motion through the tie rods to the front wheels.

ANALYSIS OF THE ALLEGED PROBLEM:

Failure Mode: Allegedly, the tie rods either break or separate from the rack and pinion gear box, resulting in loss of steering control.

Failure Symptom: Some owners have reported high steering effort or binding, or gear box oil leakage prior to failure.

Potential Safety-Related Concern: Whether failure of the tie rods or leakage of gear box oil occurs, and, if so, whether either results in loss of vehicle control, property damage or injury accidents.

Reporting Period: March 31, 1976

SAFETY RELATED RECALL CAMPAIGN AUDITS OPENED THIS REPORTING PERIOD

Case Number:	A6-20
Manufacturer:	General Motors
Make:	Cadillac
Model:	Seville
Year(s):	1976
Possible Problems:	Failure of Flexible Coupling Steering Gear. Recall Campaign Number 75-1080.

Case Number:	A6-21
Manufacturer:	Flexible Transit
Make:	Bus
Model:	Bus
Year(s):	1974-1975
Possible Problems:	Failure of Front Axle Radius Rod Bracket. Recall Campaign Number 75-0177.

SAFETY-RELATED DEFECT INVESTIGATIONS AND RECALL CAMPAIGN AUDITS TERMINATED THIS REPORTING PERIOD

Case Number:	C6-01
Manufacturer:	Aluminum Company of America (Alcoa)/ Kelly Springfield Tires
Make:	Aluminum Wheel Rims/Kelly Springfield Tires
Model:	11-22.5 and 11-24.5
Year(s):	All
Possible Problem:	Failure of Wheel Rim, Alleged Tire Bead Chafing.
Conclusions:	Kelly Springfield, by letter dated 10-31-75, declared their finding of the existence of a safety-related defect in the tire and wheel combination and of their plan to initiate recall action.

Case Number:	A5-13
Manufacturer:	American Motors Corporation
Make:	American Motors
Model:	Jeeps Equipped with Power Brakes
Year(s):	1974
Possible Problems:	Failure of Power Brake Booster. Recall Campaign Number 74-0040.
Conclusions:	Based on NHTSA Audit Work, results as indicated by the manufacturer are satsifactory.

Case Number:	A5-16
Manufacturer:	BMW
Make:	BMW
Model:	2002, 2002A and 200 Tii
Year(s):	1974
Possible Problems:	Failure of Inertia Reel Seat Belt. Recall Campaign Number 74-0019.
Conclusions:	Based on NHTSA Audit Work, results as indicated by owners contacted are considered satisfactory.

Case Number:	A5-17
Manufacturer:	Volkswagen of America
Make:	VW Beetle
Model:	Type I and Super Beetle
Year(s):	1973
Possible Problems:	Failure of Seat Belt Mounting Retractor Bracket. Recall Campaign Number 74-0133.
Conclusions:	Based on NHTSA Audit Work, Recall Campaign Number 74-0133 was found to be above the average.

Case Number:	A5-21
Manufacturer:	Firestone Tire and Rubber Company
Make:	Firestone
Model:	Transport I, Tubeless Nylon
Year(s):	1973
Possible Problems:	Tire Failure. Recall Campaign Number 74E-006.
Conclusions:	Based on NHTSA Audit Work, Recall Campaign Number 74E-006 was found to be above the average.

Case Number:	A5-23
Manufacturer:	Mack Trucks, Incorporated
Make:	Mack Trucks
Model:	MB, R, U, FL, FS, RL and RSW
Year(s):	March 1971 through June 1974
Possible Problem:	Failure of SW56 and SW57 Bogie Housing. Recall Campaign Number 74-0032.
Conclusions:	Based on NHTSA Audit Work, Recall Campaign Number 74-0032 was found to be above the average.

Case Number:	A5-30
Manufacturer:	DeGiorgio Corporation
Make:	DeGiorgio
Model:	Mini Motor Home
Year(s):	1974
Possible Problem:	Failure of Tailpipe. Recall Campaign Number 73-0119.
Conclusions:	NHTSA audit work and available records indicate acceptable results of the recall campaign conducted by the manufacturer prior to his going out of business.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:

Case Number:	C3-02
Manufacturer:	Honda
Make:	Honda
Model:	CB 750, CB 500 and CB 450 (K3 & K4)
Year(s):	All
Possible Problems:	Gas Tank Filler Cap becomes dislodged allowing gas to be ignited.
Status:	Suspended November 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C4-60
Manufacturer:	Renault
Make:	Sports Coupe
Model:	Model 17
Year(s):	1971-1973
Possible Problems:	Alleged fuel leakage from pressurized system onto engine exterior.
Status:	Suspended June 24, 1975, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: March 31, 1976

I. INVESTIGATIONS

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
212	Ford	Ford, Full-Size Lincoln, Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
266	Ford	Full-Size	1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 Single Piece Wheel	Bead Seat Failure

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single Piece Wheel	Inner Bead Seat Failure
C2-53	Ford	All	1967-1971	Brake Master Cylinder	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1966	Heater	Engine Fume Intrusion Into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering Wheel	Breakage at Hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Lockup Due to Foreign Objects
C3-28	International Harvester	Scout 800A & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion By Seat Latch
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement With Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt Cab Pivot Lock Plate	Plate Breakage

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-07	Ford	Full-Size	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700S and 1800 Loadstar Chassis	Various	Rear Axle U-Bolt	Low Torque
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
C4-10	Winnebago	D24 Motor Home	1970-1971	Front Tires, Wheels, Springs and Axles	Suspension Ratings are Possibly Exceeded by Unloaded Weights of Vehicle Front Ends with Standard or Optional Equipment, Plus Normal Occupant and Luggage Loads
C4-11	Action Industries	25-Foot Swinger Motor Home	1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front End Suspension	Alleged inadequate front-end suspension system
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motor Home	1969-1971	Front End Suspension	Alleged inadequate front-end suspension system
C4-14	PRF Industries	Travco 220 Motor Home	1970	Front End Suspension	Alleged inadequate front-end suspension system
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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Report for
Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	Chevrolet Series C, P, G-10 Trucks and GMC Series C, P, G-1500 Trucks	1971-1972	Steering Tie Rod End	Separation of Ball From Socket
C4-18	Ford	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C4-19	RV Industries	Landau 25-Foot Motor Home	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood Latch	Failure of Secondary Latch
C4-22	Ford	Pinto Station Wagons	1972-1973	Assembly Aid Tab on Rear Wheel Well	Tab May Contact and Cut Tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Binding Spool Valve
C4-27	Champion Home Builders	Concord 28-Foot Motor Home	1973	Gas Tank	Location and Installation of Gas Tank May Cause Over-loading
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle In Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 & 1200	1969-1971	Plastic Connector and Filler Hose	Leakage Allows Fuel or Fumes to Enter Passenger Compartment
C4-35	Nissan	Datsun 510	1968-1971	Front Suspension Transverse Link	Breakage Due to Improper Shipping May Allow Loss of Control
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Engine Flooding Caused by Loss of Float Buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevrolet Chevelle V8 Engine	1965-1969	Engine Mount	Secondary Effect from Shearing of Engine Mounts
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch Fuel Injector	Fuel Leaks from Pressurized System Onto Engine Exterior

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914,1.8, 1.7 and 2.0 Liter Engine VW Type 4,1.7 Liter Engine	1970-1972	Bosch Fuel Injector	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motor Home	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C5-03	International Harvester	Travelall	1974	Battery Cable	Rubbing or Chafing Causes Spark or Short
C5-04	Ceat S.p.A.	Mercurio 10.00x20/22 14-ply (Load Range G) Steel Belted Radial	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac(all V8 Equipped Engines)	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failure	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards which could Result in Loss of Vehicle Control
C5-28	Ford	Mustang II	1974	Exhuast Heat Transfer	Alleged Underside Scorching of the Rear Seat from Exhaust System Heat
C5-32	Fruhling Products, Incorporated	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While in Use
C6-19	Alsport, Inc.	Tri-Sport SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
C6-22	American Motors Corporation	Pacer	1975	Power Steering Gear	Alleged Leakage of Rack and Pinion Seal resulting in Possible Loss of Steering Control

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetors	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75) IN LITIGATION	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC, and Ford (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vacuum Check Valve	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-02	HONDA INVESTIGATION SUSPENDED 11-30-74	CB 750, CB 500 and CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75) IN LITIGATION	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft; Motor Fails Due to Underpower
C4-60	Renault (SUSPENDED 6-24-75)	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injector	See C4-58

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Replaced Parts that may contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels and Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stand and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Tires, Springs and Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Co.	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A2-58	General Motors	Chevrolet	1965-1970	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	LX1000 and LXCH1000	1973	Frame	Recall #73-0215

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-14	Ford	Ford, Torino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR 78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird Montego, Cougar Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac(all except Eldoradc)	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus Ford Control	1974	Tubing and Fittings To Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TPC Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-08	Chrysler	Dodge Trucks D & S 6, 7 and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151
A6-10	Fiat	Fiat X1/9	1974-1975	Accelerator Cable Malfunction	Recall #75-0173
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply lines/valves to avoid frame contact and subsequent damage	Recall #75-0191
A6-12	Nissan Motors Corporation	Datsun PL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-14	Harley Davidson	SXT-125 Motorcycles	1975	Alleged defective frame	Recall #75-0127
A6-15	Sebring Vanguard Incorporated	Citicars	April thru December 1974	Alleged failure of Master Cylinder Check Valve	Recall #75-0119

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: March 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-16	Mack Trucks, Inc.	R, RD, RM, U, DM, DMM, F, and B Models	All	Alleged failure of Dual Brake Treadle Valve-Air Supply Piping	Recall #75-0192
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 23, 1976

NHTSA-44-76 (HP)
Tel. 202-426-9550

Traffic fatalities around the nation showed another decline in May dropping almost 3 percent below the level of May 1975, the U.S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (May) is estimated at 3,840, a reduction of 105 from the 3,945 fatalities reported in May 1975.

The totals are based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia.

It marked the eighth month in the last 10 that the traffic fatality count was below the corresponding month of the previous year.

The May 1976 figure was more than 18 percent below the death total for the same month in 1973, which the NHTSA uses as a base year for statistical comparison.

Dr. James B. Gregory, the federal safety chief, said the traffic safety picture looks brighter, but that motorists should guard against complacency. "We know there will be more cars and more drivers on the highway with the July Fourth weekend close at hand. The best way to keep the fatality toll down is to observe the 55 mile per hour speed limit, to use the safety belts now available in almost all cars on the road and to guard against alcohol abuse."

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE THURSDAY
July 8, 1976

NHTSA — 49-76(BMA)
Tel. - 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Public Advisory today to alert motorists to the dangers of driving without a spare tire.

The advisory is based on reports that, because the current strike in the tire industry has caused a shortage of certain tire sizes, many new cars are being sold without a spare tire.

Although Federal regulations do not require a vehicle to be equipped with a spare tire, driving without one can be dangerous and expensive. Motorists who experience tire failure and don't have a spare may have to leave their vehicle unattended along a roadway while they summon help, or they may be forced to summon a tow truck—either way it can be expensive.

The federal safety agency offers these suggestions to motorists about to buy a new car or who have taken delivery of a new vehicle: check the trunk to determine if your car has a spare tire. If you don't have a spare, ask your dealer to get one from another source. Your dealer should have instructions from the manufacturer on how to obtain the spare when it becomes available.

If you've already taken delivery of a new car without a spare, consider buying a good emergency-use tire as a temporary spare. If you live in an area where snow tires are used in the winter months, you might want to buy a snow tire for use as a spare since you probably will be buying snow tires in the winter. If you have to use the spare, have the failed tire repaired as soon as possible and placed back on your car.

The NHTSA advisory notes that summer travelers and vacationers often remove the spare tire, because of weight and space needs, and take the risk of tire failure as a matter of choice. To those who make the choice, despite the risk of costly delay or being stranded without a replacement tire, the safety agency offers this advice:

* Check the condition of all four tires with special care--before you leave and periodically at service stops. Keep them properly inflated.

* Replace tires which are worn out, have deep cuts, cracks or blisters, or show signs of tread separation.

* If tires show signs of uneven wear there is a reason to suspect a mechanical condition of the vehicle as a cause; tire balance, shock absorbers, front-end alignment, and front suspension should at least be carefully checked.

* The time for corrective and preventive repairs is prior, not during, that vacation motor trip.

For motorists who experience tire failure, whether they have a spare or not, the NHTSA offers this additional advice:

Get a firm grip on the wheel, apply your brakes gently to slow down, and turn on your emergency flashers. Pull off the road to a safe area where there is enough room to get out of the vehicle without danger. If you can't pull off the road immediately, drive to an area where you can do so safely. Driving on a flat tire may ruin a tire or a wheel, but this is safer than risking injury or death by parking your vehicle in an unsafe spot.

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FOR IMMEDIATE RELEASE
July 8, 1976

NHTSA--51-76 (BAB)
Tel. 202-426-9550

Swearing-In of New Administrator Snow

In an official swearing-in ceremony this morning at the U.S. Department of Transportation, John W. Snow became the new Administrator of the National Highway Traffic Safety Administration (NHTSA).

The oath of office was given by Secretary of Transportation William T. Coleman, Jr. Snow is relinquishing his job as Deputy Under Secretary of Transportation to assume his new duties as head of the nation's major motor vehicle and traffic safety agency.

Snow joined the Department of Transportation in June 1972, and has held a series of top level positions within the department including Assistant General Counsel for Legislation, Deputy Assistant Secretary for Policy, Plans, and International Affairs, and Acting Assistant Secretary for Congressional and Intergovernmental Affairs.

A native of Toledo, Ohio, Snow did his undergraduate work at Kenyon College and the University of Toledo where he was graduated magna cum laude in 1962. He did graduate study at Johns Hopkins University and the University of Virginia where he received a Ph.D. in Economics in 1965. In 1967 he received his JD degree from the George Washington Law School, where he was graduated summa cum laude.

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Snow has been a member of the Economics Faculty at the University of Virginia and at the University of Maryland. In addition, he has been a member of the Graduate Faculty at the George Washington University Law School.

Snow is married to the former Carolyn Kalk of Washington, D. C. and has two sons. The Snows reside in Washington, D. C.

He succeeds Dr James B. Gregory who announced his resignation for personal reasons on Feb. 23.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
July 12, 1976

NHTSA -- 50-76 (RC)
Tel. 202-426-9550

Court calendars are being reduced and problem drivers identified earlier under the first year of a federal demonstration project designed to test the value of special lower court or administrative systems to handle the bulk of minor traffic offenses.

The three-year, $668,000 contract with the Washington Department of Motor Vehicles and the Seattle Municipal Court is being conducted in Seattle, Wash., by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) under the title "Special Adjudication for Enforcement" (SAFE).

Seattle is the site of the first SAFE project sponsored by the federal safety agency. A second project is underway in Rhode Island on a statewide basis.

The first annual report on the Seattle SAFE project underscores the improvement it has made in court efficiency. The number of cases pending trial for more than a month has dropped to 135, from a volume that peaked at 850, and a pre-SAFE level of 425 cases per month.

During the first 9 1/2 months of operation, SAFE processed more than 17,000 minor traffic cases, the report stated. Most of the defendants were men between the ages of 18 and 34. Eighty-seven percent of the cases were judged guilty and fined an average of $20, of which $10 was suspended. Driver license suspensions were recommended for less than one percent of the defendants.

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The informal magistrate-hearing portion of the SAFE process was cited as a major reason for improved driving behavior patterns by the defendants. Among SAFE program participants, the time between traffic citations was 77 days, as compared to 68 days for those who forfeited bond, and 56 days for defendants appearing before the regular court.

Fines alone had little deterrent effect on driving problems, with those paying heavy fines accumulating more violations than other repeat violators, the report said.

However, offenders who paid smaller fines had far fewer repeat violations. The report concluded that these drivers "may be reciprocating for lower fines with safer driving."

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